

APRIL 18, 1952

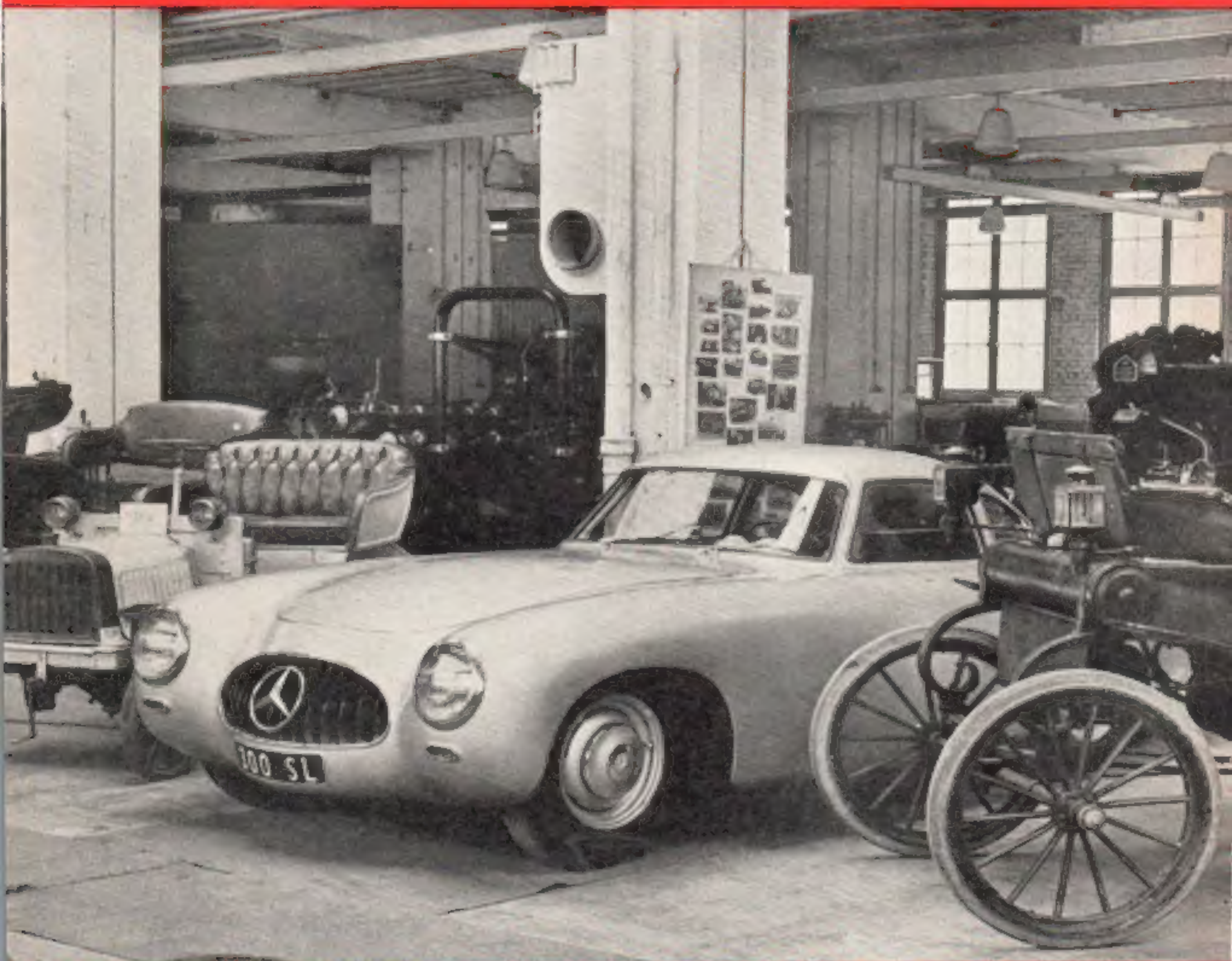
# AUTOSPORT

1/6

EVERY FRIDAY

Vol. 4 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

EASTER HOLIDAY MOTOR-RACING AT GOODWOOD, CASTLE COMBE, BRANDS HATCH AND BROUGH  
THE M.C.C. "LAND'S END" TRIAL : THE RIDLEY SPECIAL : THE 300 SL MERCEDES-BENZ IN DETAIL

JOHN BOLSTER • JOHN STUBBS • STANLEY SEDGWICK • "AENEAS"



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(CLOSED CAR SECTION)



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confirmation)*



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**B.A.R.C. GOODWOOD MEETING**

**EARL OF  
MARCH TROPHY**

**1st Stirling Moss**

Kieft (78.07 m.p.h.)

**RICHMOND  
TROPHY**

**1st J. F. Gonzalez**

Thin Wall Special (88.23 m.p.h.)

*Both using Ferodo Brake Linings*

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— because it always leads!"**

**says Geoff Duke**



**THE MASTERPIECE IN OILS**

**Norton** rider and World Champion



# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 16.

April 18, 1952

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## NOTICES

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## EDITORIAL

COOPERS have done it again! The small Surbiton concern, which became world-famous because of its Formula 3 cars, has produced a Formula 2 machine which scored a sensational 1-2-3 victory at Goodwood on Easter Monday, in its very first race, won a *Formule Libre* and a handicap event, and took second place to a 4½-litre Ferrari driven by Gonzalez in the Richmond Trophy race. Whether or not the little machine can compete on level terms with Ferrari and the like remains to be seen, but there is no disputing the fact that the new Cooper-Bristol is a far faster and better car than the majority of people expected. On a power-weight basis, it is a remarkable achievement, and on suitable circuits where sheer maximum speed is not the prevailing factor, the Cooper, on its Goodwood showing, ought to be a match for most machines. Argentinian star Gonzalez put up the record lap for the revised circuit of 1 min. 36 secs. (90 m.p.h.), whilst Stirling Moss lapped in 1 min. 44.6 secs. (82.60 m.p.h.) in the XK 120C Jaguar, Mick Hawthorn returned 1 min. 39 secs. (87.28 m.p.h.) with the Cooper-Bristol. These figures prove conclusively that the new Formula 2 car certainly does not lack performance.

In Hawthorn, a new star twinkled in the motor-racing firmament. This young man has climbed straight from the cockpit of small capacity sports-cars to that of a single-seater, and every one of the huge crowd at Goodwood realized that they were watching a "natural".

ON the Continent there are definite signs of a desire to substitute 750 c.c. for the existing International Formula 3. Proposals put forward include a minimum of two cylinders and certain regulations concerning the transmission—no doubt aimed at eliminating the pre-eminent British cars with their powerful twin-o.h.c. single-cylinder engines and chain-drive. However, these are mere proposals. Even if other countries get their way and a three-quarter litre formula is adopted, it can be certain that the matchless experience of British designers in Formula 3 will result in any challenge, however strong, being met in full. In any case, 500 c.c. racing would appear to have plenty of future as a National class, and there will always be numerous events in which drivers can participate.

THE penalty for producing a fast car and driving it well seems to be in having one's handicap reduced to such an extent that future wins in events of this type become almost impossible of achievement. At Goodwood last Monday there were instances of absurd handicaps, based solely on past performances, and scarcely taking into account differences in engine capacity. The sooner a central handicapping bureau is established for the guidance of organizers, the better!

## OUR COVER PICTURE

MUSEUM-PIECE—of tomorrow: The 300SL Mercedes-Benz, which is described in detail in this issue, finds a temporary resting place in the Daimler-Benz museum at Unterturkheim.



# PIT AND PADDOCK

THE Spa 2-litre Aston Martin driven to victory by the late St. John Horsfall in the 1948 Belgian 24-hours race, is now the property of G. D. Poingdestre of Jersey, who will drive it in Island events.

THAT famous sprint machine of Dick Nash's, "The Spook", later given a Mercury engine, is also in Jersey, owned by J. Eloie.

FRANK LE GALLAIS, Jersey "speed-man", is fitting an XK 120 Jaguar engine into his famous le Gallais Special. This car is rear-engined, with all-round torsion bar suspension, and de Dion rear axle.

ASTON MARTIN Register, 1952 edition, is now out. Issued by the Aston Martin O.C. and costing 2s. 6d. per copy, it is chock-full of information on every A.M. the Club can trace, from the early "Barnfords" of 1921-1925 to D.B.2s.

UNUSED runways at the A.M.O.C.'s Snetterton airfield are being broken up, much increasing the natural look of the circuit. Projected improvements include permanent pits, crowd barriers, resurfacing in places, a bridge or tunnel, and removable chicanes.

IT is now confirmed that two works 4-cylinder 2-litre Formula 2 Ferraris have been entered for the B.R.D.C./Daily Express International Trophy race on 10th May. Two of the Ecurie Platé 2-litre Maseratis are also nominated, drivers Louis Chiron and Emanuel de Graffenried.

BOLSTER is doing a protracted road-test of a Bond Minicar. He was seen at Goodwood last week-end achieving a spot of one-wheel drifting through the new chicane.

STIRLING MOSS will again drive in the B.R.D.C. Empire Trophy race in the I.O.M. this year; car probably a Frazer-Nash, but not definite yet. Geoff Duke will be there with the prototype DB3 Aston Martin.



Ian Stewart, of Ecurie Ecosse, the young Scottish driver, who is a member of the "works" Jaguar team for Le Mans. He is racing his XK 120 at Ibsley tomorrow.

NINIAN SANDERSON tells us of a curious barter deal. It appears that a Scottish driver recently swapped his "500" for a load of manure!

INTENDING visitors to Luxembourg for the Formula 3 Grand Prix on 22nd May, can obtain details of accommodation from AUTOSPORT on application.

## MEN AT WORK

No. 3

### BOB GERARD

ALTHOUGH his pre-war E.R.A. is now out of the winning class in major races, Bob Gerard, Leicester, remains one of Britain's fastest and most consistent racing drivers, and can always be relied upon to put up a good show. He drove both the E.R.A. and a 500 c.c. Cooper at Goodwood on Easter Monday.



## THE "AUTOSPORT" £200 500 C.C. CHAMPIONSHIP

### Wicken and Headland Lead

ON the results of Newtownards, Castle Combe, Goodwood, Brands Hatch and Brough, Charlie Headland (Kieft-Norton) and George Wicken (Cooper-Norton) are tying for first place. Headland collected five points in Ireland, and gained two bonus points for a new lap record. Wicken's outright win in the London Trophy Race at Brands Hatch gave him seven points. Close behind comes S. Lewis-Evans (Cooper-Norton) with five points. Next event counting for Championship points is the West Hants and Dorset C.C.'s big Ibsley meeting. The Formula 3 race is over a distance of 33 miles with seven, five, three, two and one marks for places, and, of course, bonus marks for a lap record, or fastest lap.

### Provisional Placings as at 15th April, 1952

Driver	Car	Pts.
1. Charles Headland	Kieft-Norton	7
George Wicken	Cooper-Norton	7
2. S. Lewis-Evans	Cooper-Norton	5
3. Tom Leigh	Cooper-J.A.P.	3
Donald Beauman	Cooper-J.A.P.	3
Don Truman	Cooper-Norton	3
4. André Loens	Kieft-Norton	2
Don Parker	Kieft-J.A.P.	2
L. Lewis-Evans	Cooper-Norton	2
Jack Westcott	Kieft-Norton	2
5. Ninian Sanderson	Cooper-Norton	1

SEVERAL English 500 c.c. drivers are making the trip North to Kirkcaldy on 26th April for the opening meeting on the new Beveridge Park road circuit.



# SPORTS- NEWS

## ASCARI WINS AT PAU

AS was to be expected, a 4-cylinder 2-litre Ferrari, driven by Alberto Ascari, won the Formula 2 Grand Prix at Pau on Easter Monday. Second was Louis Rosier (Ferrari) and third was Jean Behra driving a 1,500 c.c. Simca-Gordini. First British car was Lance Macklin's H.W.M. in seventh place. Full results will be published next week.

## THE LUXEMBOURG 500 c.c. GRAND PRIX

THE entry list for the Luxembourg G.P., which takes place on 22nd May, is now announced as follows:

**Kieft-Norton:** Stirling Moss, Don Parker, Charles Headland, André Loens. **Cooper-Norton:** Eric Brandon, Alan Brown, Ken Carter, Alan Rippon, Sir Francis Samuelson, Ninian Sanderson, Adolf Lang (Germany). **Cooper-J.A.P.:** C. A. N. May, Paul Swaelens (Belgium), George Buytendyk (U.S.A.). **Mackson-Norton:** Ken Wharton. **J.B.S.-Norton:** Peter Collins. **Leston-Special Norton:** Les Leston. **Scampolo-BMW:** Walter Komossa (Germany). **D.B.-Panhard:** Helmut Glockler (Germany). **Beels-J.A.P.:** Lex Beels (Holland), Pim Richardson (Holland). **V.S.M.-V.S.M.:** Victor van der Brempt (Belgium). **J.B.-J.A.P.:** Jean Bernardet (France), Georges Aghion (Egypt). **Telma-J.A.P.:** Georges Bianchi (Italy). **Kahn-BMW:** Robert Kahn (Luxembourg). **Zig-J.A.P.:** "X" (Luxembourg).

## RACING AT NIMES

THE French sports-car meeting at Nimes on 6th April saw class victories for Pagnibon (Ferrari), Farnaud (Ferrari), Guiraud (Peugeot), Lesur (Renault) and Penon (Dyna-Panhard). In the large car class Maurice Trintignant (Talbot) duelled with Pagnibon's "2.6" Ferrari, but retired after five laps. These two drivers shared fastest lap honours.

## THE 2-LITRE GORDINI

FRANCE's newest Formula 2 car, the 2-litre Gordini, was due to make its debut at Pau last Monday in the hands of Robert Manzon. Designed by Amedée Gordini of Simca renown, it embodies all the experience gained by "The Sorcerer" during a dozen years of active competition work. Scarcely larger than the famous 1,500 c.c. Simca single-seaters, the new car has a six-cylinder monobloc engine of 75 mm.



*B.R.M.: (Top) Fangio sorts out the gears during a test-run in the B.R.M. at Folkestone. (Above) Close-up of the powerful Girling disc-brake system. (Right) Fangio with a much-altered exhaust pipe, crushed when he ran over a boulder. (L. to R.) Raymond Mays, Juan Manuel Fangio, Froilan Gonzalez and Ken Wharton. Fangio has announced that he will drive a B.R.M. in races for which the car is eligible.*



bore and 75 mm. stroke. Inclined overhead valves are operated by double overhead camshafts. The camshaft runs in seven bearings, three Solex carburettors are used, and the unit delivers 155-160 b.h.p. at 6,000 r.p.m.

Drive is taken by a double disc clutch to an all-synchromesh gearbox giving five speeds, thence via a central propeller shaft with double universal joints to a conventional rigid-type rear axle incorporating a ZF differential. Wishbone independent front suspension of typical Simca type is employed, and hydraulic, telescopic shock-absorbers are fitted all round.

The chassis is a simple affair of straight steel tubes with fabricated

cross-members. Three fuel tanks are fitted, one in the tail and two below the chassis, giving a total tankage of 160 litres. Brakes are Lockheed hydraulic.

The bodywork of the Gordini is an extremely light aluminium shell on broadly similar lines to the earlier Simca, but with rounder tail and slightly modified radiator grill. Amedée Gordini has spared no effort to keep the weight low, and the new 2-litre scales 450 kg.; with the power of the new six-cylinder unit, speeds in the region of 150-155 m.p.h. are expected. It would seem France has a worthy challenger to the all-conquering Ferraris in the new Gordini.

(More 'Sports-News' on page 493)



# COOPER'S

**New Bristol-Engined Formula 2 Meeting—Stirling Moss (Kieft) Gonzalez Establishes 90 m.p.h. La**

THE B.A.R.C.'s Goodwood race meeting on Easter Monday brought thrills and surprises to a record crowd of spectators. Star of the meeting was 23-year-old Mick Hawthorn, of Farnham, Surrey, who won two races and was second in the big event of the day, the Formula 1 Richmond Trophy, driving one of the new 2-litre Bristol-engined Formula 2 Coopers. A last-minute draw was the entry of the Argentine champions, Fangio and Gonzalez, who were in this country for the B.R.M. try-out at Folkingham. Fangio drove John Cooper's Cooper-Bristol to sixth place in the Chichester Cup race, won by Hawthorn, while Gonzalez won the Richmond Trophy in G. A. Vandervell's 4½-litre Ferrari.

Good weather brought spectators in their thousands to Goodwood last Monday, and every available vantage point around the circuit was filled well before 1.30 p.m., when the first race was due to start. Long streams of cars converged on every entrance, and with packed grandstands, bright spring colours, gay flags everywhere and cheerful bustle in the enclosures and the paddock, Goodwood was truly *en fête* for the Easter holiday meeting.

The first of the eight races making up the programme was the Lavant Cup for Formula 2 cars, over six laps of the 2.4-mile circuit, now incorporating the new chicane between Woodcote Corner and the starting area. Six of Britain's newest Formula 2 models were due for their first outing in this race, and although the Connaughts and Wharton's Frazer-Nash non-started, the crowds had their first sight of the new Cooper-Bristols, the latest H.W.M., the exciting Aston-Butterworth with flat-four, air-cooled A.J.B. engine, and H. A. Richards's neat Riley-based H.A.R.

The front row position, decided on practice times, were occupied by Alan Brown (Ecurie Richmond Cooper-Bristol), George Abecassis (H.W.M. with new frame and inboard rear brakes) and Mick Hawthorn's Cooper-Bristol, while Bill Aston in the low green Aston-Butterworth was in the second row. Hawthorn leapt straight into the lead with Abecassis. Brown and Aston hot at his tail; J. Barber's 1,100 c.c. Cooper-J.A.P. hung on the line and was last away, while the new H.A.R., looking very like an E-type E.R.A., was comparatively leisurely.

(Top) Mick Hawthorn (Cooper-Bristol), —the eventual winner—George Abecassis (H.W.M.), Bill Aston (Aston-Butterworth) and Alan Brown (Cooper-Bristol) at the start of the Lavant Cup Race.

(Centre) Geoff Duke (DB3 Aston Martin) and Stirling Moss (XK 120C Jaguar) await starter's orders in the first Easter Handicap.

(Bottom) Eric Thompson and Dennis Poore, in DB2 Aston Martins at the chicane.





# GOODWOOD

Car Sensation of B.A.R.C.  
Victor in Formula 3 Race—  
Record—Mick Hawthorn Stars

Hawthorn was driving beautifully and began to draw away from the field, his car emitting a delightfully healthy snarl as he swung it rapidly through the chicane and past the stands; behind, the Ecurie Richmond boys, Brandon and Brown, were locked in combat, the Aston-Butterworth was next, going well, and Scotsman W. A. Dobson, in the 2-litre Ferrari, followed. Abecassis met trouble going into the chicane, hitting the barrier, while Gordon Watson's Alta spun heartily coming out of it; and by lap three Hawthorn's lead was unassailable. Brown and Brandon energetically passed and repassed each other, ahead of Dobson and Tony Gaze's Alta. Brown finally heading Brandon for second place, winner Hawthorn having lapped the H.A.R. by the sixth round, and turning the fastest lap at 84.7 m.p.h.

Then came the turn of the "500s", and it was observed that the most formidable entry, Stirling Moss's Kieft-Norton, had lost something of its skimpy appearance in a rounder nose and blunter tail; the aluminium body was also minus its usual pale-green finish. In urge, however, it certainly was not lacking, and Stirling won the six-lap race as he liked from Alan Brown's Ecurie Richmond Cooper, while J. Coombs drove a very fine race to finish third in the Ecurie Britannique Cooper. An interesting entry was that of the German Adolf Lang's Mark V Cooper, finished in flat silver with red lettering. Lang drove well but hadn't the pace of the leaders. D. A. Clarke put up a good fight in his new Mark VI Cooper, holding second place to Moss for four laps, only to be passed by Alan Brown on lap five; on the last round he slid too far at the chicane and ended up in the wicker work. J. Habin and A. D. Gill, the former in the interesting new Erskine Staride, the latter in a new Mackson, fought a spirited duel ending in fourth place for Habin.

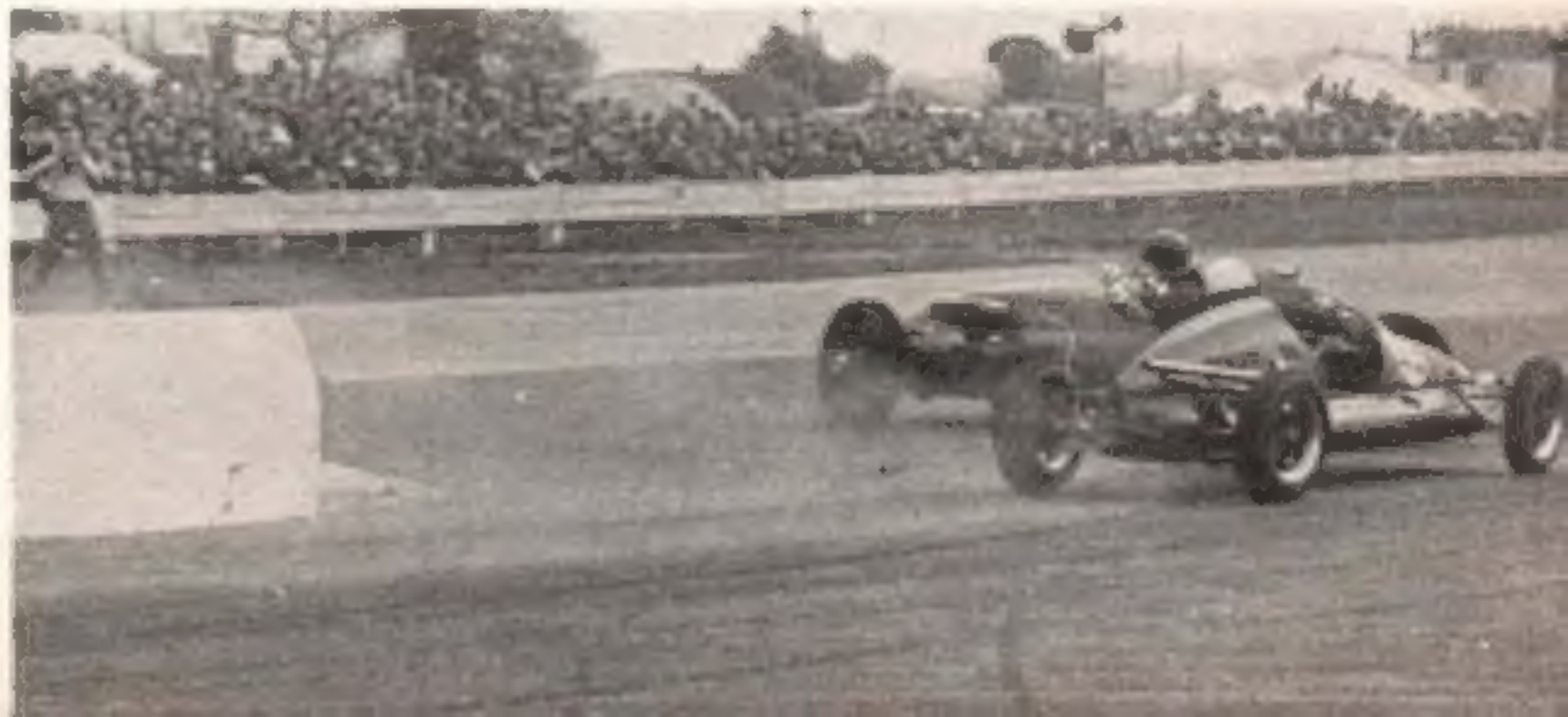
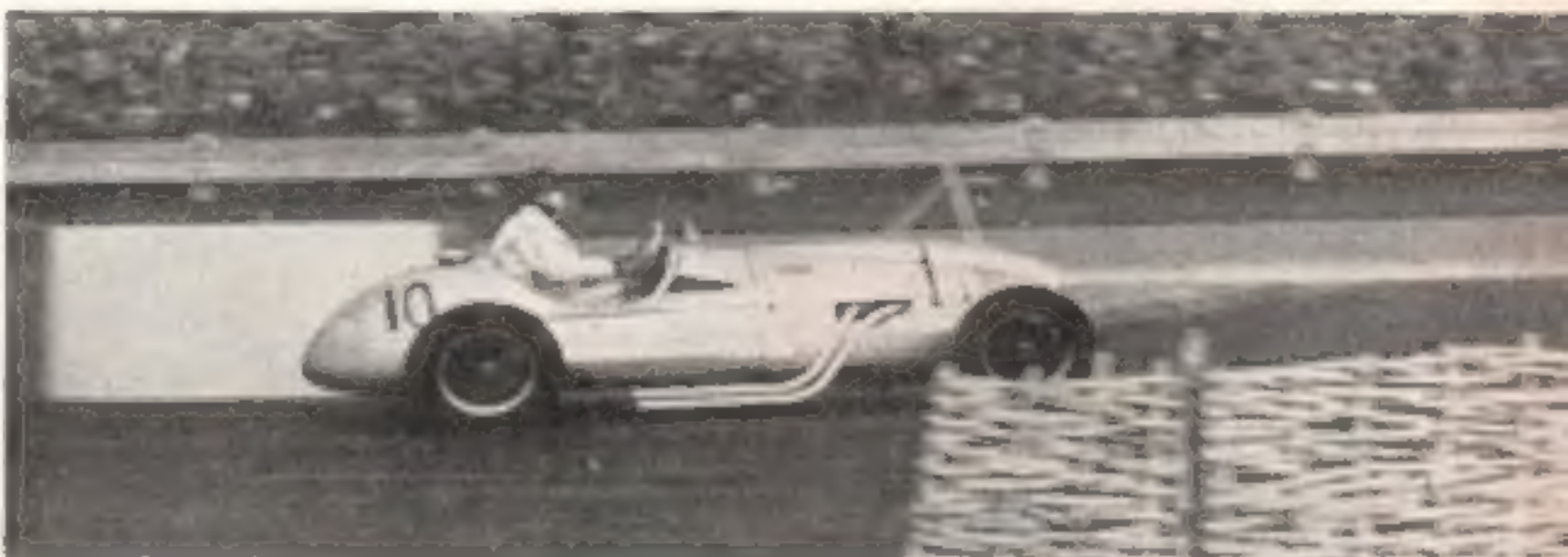
The Chichester Cup *formule libre* six-lapper brought out the bigger stuff. Ken Richardson had the Thin Wall 4-litre Ferrari. Ken Wharton the Ecurie Franera 2-litre E.R.A., Rolt the grand old Delage with E-type E.R.A. engine, Dennis Poore the big 3.8-litre blown Alfa Romeo, Philip Fotheringham-Parker the 4-litre Talbot of Duncan Hamilton, and W. R. Baird the attractive Baird-Griphon with 4CLT Maserati engine and de Dion rear end. Hawthorn's diminutive Cooper, significantly, was in the front row, but all eyes were on a similar car in the fourth row, its

(Top) John Habin's new, ultra-low "500", the Erskine Staride.

(Second Top) Mick Hawthorn tearing through the chicane with the Cooper-Bristol.

(Below) Jim Mayers (Lester-M.G.) coming out of the chicane.

(Bottom) Gordon Watson (Alta) spins in front of J. Barber's Cooper "1,100" in the Lavant Cup race.







**Cooper's Goodwood—continued**  
cockpit occupied by a muscular, yellow-shirted driver—Juan Manuel Fangio, 1951 World Champion.

When the flag fell, Fangio got off well, but was hemmed in by the cars ahead. Hawthorn shot away, heading Ken Wharton and Tony Rolt, the former doing some hectic grass cutting at St. Mary's Corner, the Delage getting by into second place. Ken Richardson's run in the Thin Wall was a short one, for he ran out of road on the first lap and retired; Graham Whitehead also overdid things, his E.R.A. spinning round at the chicane. By lap two Wharton had dropped to fifth, and Fotheringham-Parker, hauling the big Talbot around masterfully, had thrust up to third. Juan Fangio, turf trimming at every bend, seemed none too happy in his strange mount, and could gain little on the leaders. Hawthorn ran out a comfortable winner, his victory warmly clapped, and Rolt's Delage was second, leading the Talbot; Poore was fourth, and S. H. Allard's Cadillac-Allard kept ahead of Fangio's Cooper for fifth position.

Came the much publicised Stirling Moss/Geoff Duke "duel" in the next

race, a six-lap handicap for sports-cars. Norton works rider Duke had the "waffle fronted" DB3 Aston Martin on the 25 secs. mark, while Moss was scratch with the XK 120 Jaguar. Cliff Davis's little Cooper-M.G. was asked to give a start to a horde of XK 120s, of which E. W. Holt's won by a 1-5th of a second from J. B. Swift's. Duke drove a fast and balanced race to finish third, while Moss, who seemed not to "warm up" until half-way through the race, turned the fastest lap and was fourth. M. W. H. Head's XK 120 spun at the chicane, acquiring several dents and losing a few places, though he got back to sixth place at the end.

Alan Brown drove grandly in the Cooper-Bristol to win Event 5, the second Easter Handicap. Sydney Allard was second in the "Caddy Allard", and Guy Gale (Darracq) fully earned his "3rd" after a spirited race. Dunham's Alvis, which is much better looking this year with cleaned up bodywork, lay third awhile, but was eventually caught by Allard.

The third Handicap brought out Froilan Gonzalez in Tony Vandervell's 4½-litre Ferrari, the Argentinian starting off scratch, a minute and 29 secs. after

Bill Aston, with the new air-cooled, "flat-four" 2-litre Aston-Butterworth which made its first appearance at Goodwood. "Monty" Charrington, who will also drive an Aston-Butterworth this year, is seen on the right.

limit-man Guy Gale with the Darracq. Perhaps keyed-up by his seemingly interminable wait on the line, Gonzalez went too fast into Madgwick corner, the Ferrari turning two complete circles before he mastered it and shot off again, undaunted, foot hard down. The race was Duncan Hamilton's, however, and the big Talbot won by 17.8 secs, from Abecassis's H.W.M. and Gale's Darracq; sixth place was the best Gonzalez could manage after his spin, despite a most forceful drive. Dire things happened to the transmission of Poore's Alfa as it left the line, and the big green car was abandoned on the grass verge.

Another sports car handicap followed, and two sleek works DB2 Aston Martins driven by Eric Thompson and Dennis Poore made the running, although Len Gibbs with 1 min. 16 secs. start to their 29 secs. fought his hardest and managed to separate Poore from winner Thompson. By the end of this race the weather had deteriorated markedly and before the start of the Richmond Trophy 12-lap race a chilly wind had sprung up. Having the most modern and fastest Formula 1 car, Froilan Gonzalez not unnaturally had the race in his pocket, so long as he did not repeat his Madgwick tête-à-queue act. Cornering in typical Gonzalez style, indifferent to sliding tail and foot hard down everywhere, he won at over 88 m.p.h., setting up a lap record for the modified Goodwood circuit at exactly 90 m.p.h. in the process. The sensation of the race was not the winner's performance, however, but that of second man Mick Hawthorn in the Cooper-Bristol, who drove magnificently to finish 26 secs. behind the Ferrari and 7.2 secs. ahead of Duncan Hamilton's Talbot. Graham Whitehead drove a good race in his old E.R.A., taking fifth place between Abecassis (HWM) and Eric Brandon's Cooper-Bristol. Rolt's Delage began well, but eventually went out in a smoke cloud, Gerard's E.R.A. sounded very "five-ish," and dropped out after five rounds, while J. M. James (Maserati), Joe Kelly (Alfa), W. R. Baird (Griffon) and Tony Gaze (Alfa) waged a fierce race-long battle behind the leaders.

Pity there was no B.R.M. for Fangio or Moss to make a sterner race of it, but undoubtedly Britain has a fine new Formula 2 car in the Cooper-Bristol and an excellent driver in Mick Hawthorn. Having obligingly waited until the end of a grand meeting, the Easter weather broke, black clouds released their unwelcome cargo, and the Goodwood thousands set off for a wet journey homewards.

#### GOODWOOD RESULTS

**Lavant Cup** (Formula 2 cars, 6 laps): 1. J. M. Hawthorn (Cooper-Bristol), 10 mins. 23.2 secs. (83.18 m.p.h.); 2. A. Brown (Cooper-Bristol), 10 m. 44 s.; 3. E. Brandon (Cooper-Bristol), 10 m. 45 s.; 4. W. A. Dobson (Ferrari), 11 m. 12.8 s.

**Fastest Lap:** Hawthorn (Cooper), 1 m. 42 s., 84.70 m.p.h.

**Earl of March Trophy** (Formula 3 cars, 6 laps): 1. S. Moss (Kieft-Norton),



11' m. 4 s., 78.07 m.p.h.; 2, A. Brown (Cooper-Norton), 11 m. 9.2 s.; 3, J. Coombs (Cooper-Norton), 11 m. 33.4 s.; 4, J. Habin (Erskine Staride), 11 m. 40.4 secs.

**Fastest Lap:** Moss (Kieft), 1 m. 48.6 s. 79.56 m.p.h.

**Chichester Cup (Formule libre, 6 laps)** 1, J. M. Hawthorn (Cooper-Bristol), 10 m. 6.8 s., 85.43 m.p.h.; 2, A. P. R. Roli (Delage Spl.), 10 m. 16.8 s.; 3, P. Fotheringham-Parker (Talbot), 10 m. 38 s.; 4, R. D. Poore (Alfa Romeo), 10 m. 58 s.

**Fastest Lap:** Hawthorn (Cooper), 1 m. 39 s., 87.28 m.p.h.

**First Easter Handicap (Sports-Cars, 6 laps):** 1, E. W. Holt (Jaguar), 12 m. 18 s. 70.24 m.p.h.; 2, J. B. Swift (Jaguar), 12 m. 18.2 s.; 3, G. E. Duke (Aston Martin), 12 m. 30.8 s.; 4, S. Moss (Jaguar), 12 m. 40.6 s.

**Fastest Lap:** Moss (Jaguar), 1 m. 44.6 s., 82.60 m.p.h.

**Second Easter Handicap (Racing-Cars, 6 laps):** 1, A. Brown (Cooper-Bristol), 11 m. 41 s., 82.15 m.p.h.; 2, S. H. Allard (Allard), 11 m. 50.2 s.; 3, G. F. A. Gale

(Darracq), 11 m. 52.8 s.; 4, C. G. H. F. Dunham (Alvis), 11 m. 58.4 s.

**Fastest Lap:** A. Brown (Cooper), 1 m. 41.2 s., 85.38 m.p.h.

**Third Easter Handicap (Racing-Cars, 6 laps):** 1, J. Duncan Hamilton (Talbot), 11 m. 3.2 s., 84.67 m.p.h.; 2, G. E. Abecassis (H.W.M.), 11 m. 21 s.; 3, G. F. A. Gale (Darracq), 11 m. 41.6 s.; 4, H. A. Mitchell (Frazer-Nash), 11 m. 42.4 s.

**Fastest Lap:** Gonzalez (Ferrari), 1 m. 37 s., 89.08 m.p.h.

**Fourth Easter Handicap (Sports-Cars, 6 laps):** 1, E. Thompson (Aston Martin), 12 m. 6 s., 76.34 m.p.h.; 2, L. Gibbs (H.R.G.), 12 m. 7.2 s.; 3, R. D. Poore (Aston Martin), 12 m. 9.6 s.; 4, P. A. B. Stewart (Aston Martin), 12 m. 27.2 s.

**Richmond Trophy (Formula 1, 12 laps):** 1, J. F. Gonzalez (Ferrari), 19 m. 35 s., 88.23 m.p.h.; 2, J. M. Hawthorn (Cooper-Bristol), 20 m. 1 s.; 3, J. Duncan Hamilton (Talbot), 20 m. 8.2 s.; 4, G. E. Abecassis (H.W.M.), 20 m. 15.2 s.; 5, A. G. Whitehead (E.R.A.), 6, E. Brandon (Cooper-Bristol).

**Fastest Lap:** Gonzalez (Ferrari), 1 m. 36 s., 90.00 m.p.h.

## THE TRENGWAINTON HILL-CLIMB

### Provisional Results

**Up to 1,300 c.c., Class 1:** 1, W. A. Cleave (Morris), 27.59 secs.; 2, Dr. Mayne (Fanfold Spl.), 29.26 secs.; 3, B. Fincher (H.R.G.), 29.35 secs.

**Up to 2,000 c.c., Class 1:** 1, J. Martin-Lewis (H.R.G.), 27.70 secs.; 2, Mrs. Nancy Mitchell (H.R.G.), 28.76 secs.; 3, G. S. Seal (E.M.W.), 29.27 secs.

**Unlimited Class:** 1, P. Jackson (Allard), 26.72 secs.; 2, D. Scobey (Allard), 27.35 secs.; 3, J. Peatfield (Peatfield Ford), 27.75 secs.

**Championship:** 1, D. Scobey (Allard), 27.09 secs.; 2, W. A. Cleave (Morris), 27.63 secs.; 3, J. Peatfield (Peatfield Ford), 28.26 secs.

**Best Time by Lady Driver:** Mrs. Nancy Mitchell (H.R.G.), 28.76 secs.

**Best Time by T-type M.G.:** C. Seaward (TC), 30.50 secs.

**Best Time of Day:** P. Jackson (Allard), 26.72 secs.



Another new Formula 2 car is the H.A.R., with designer-driver Horace Richards at the wheel. It has a modified 2-litre Riley engine, and will be driven also by Bertie Bradnock.

## THE FIRST "750" NIGHT TRIAL

FOLLOWING certain remarks by the 750 M.C.'s Hon. Secretary, K. Bickle, about the more serious nature of the well-known Night Navigation Event organized by another club, a challenge was issued, and accepted, to organize a closed event of this type.

Thus on the night of 5th April, at the request of the Ministry of National Upheaval, members of the 750 M.C. scoured the Chilterns area in an endeavour to round up the notorious Olga, leader of a gang responsible for the illicit sale of British Pool petrol to a foreign power.

On starting out from the Kings Arms, at Stokenchurch, all members were addressed personally by the Minister of National Upheaval (who was accompanied by his tea-maker) and they were there issued with a special piece of equipment, viz., a large, fragile and highly coloured rubber container, which, filled with air, had to be produced intact to the Ministry's agents at various check points to gain bonus marks. The various agencies were to be found in a number of carefully concealed places, two of them even being in the neighbouring country of Ballonia, involving passage through the Ballonian Customs and Currency Control and later seeking audience with the King at his castle regarding Olga's extradition. After meeting many highly eccentric personalities, and secure in the knowledge that Olga had been run to earth, the 47 amateur agents with their crews enjoyed a hearty breakfast before departing for their homes and (in most cases) beds.

**Best Performancer:** Holland Birkett (Austin Seven).

**Runner Up:** L. Needham (Lea-Francis, driver P. B. Jones).

**Best Austin Seven pre-1934:** D. Wolstenholme.

**Best Austin Seven post-1934:** A. W. Butler.

**Best Open Car:** P. Herniman (1½-litre Jaguar).

**Best Lady:** Mrs. M. Butler (Triumph Mayflower).



*Tony Crook on the outside, and Roy Salvadori on the inside, rocket past Sir James Douglas's Jaguar in the sports-car race*

The third heat of the 500 c.c. race was all Stirling Moss. He dictated just how the race would be run, after "Crash bar" Gray (Cooper-J.A.P.) streaked away from the start, and was overhauled by Moss and Andre Loens in their Norton-powered Kiefts. Loens drove extremely well, and has tempered his last year's dash with a modicum of restraint which produces faster results. The Frenchman should be very prominent during 1952 in Formula 3 events. Moss's winning speed was 74.48 m.p.h., and he turned in a lap at 1 min. 27 secs. (76.15 m.p.h.)

Race 6 was for unlimited sports-cars, and, in addition to the two very fast Frazer Nashes of Crook and Salvadori, had the superbly turned-out "Ecurie Ecosse" team of Jaguars (Ian Stewart, Bill Dobson and Sir James Scott Douglas), and Oscar Moore's rapid H.W.M.-Jaguar. It was Sir James Douglas who took the lead at the start but coming out of the first corner he was passed on each side by the Frazer-Nashes. The H.W.M.-Jaguar covered a few yards then halted for good. Brilliant driving on the part of Ian Stewart saw the young Scot sweep into the lead, chased by Crook and Salvadori, with Douglas and Dobson hanging on grimly to fourth and fifth places.

Stewart soon began to show that he is a driver in the top class, and that his Scottish reputation is fully deserved. For three laps he held the lead, the Jaguar sounding very silent compared to the snarling Frazer-Nashes. On lap 4 Tony Crook suddenly produced one of those flashes of sheer wizardry which have gained him so many races in the past. Cornering absolutely at the limit, he took Stewart out of the Paddock Bend on sheer acceleration. The "Ecurie Ecosse" pilot tried all he knew to regain his lead, and also to hold off Salvadori who was also trying to get past the blue Jaguar. However once Crook was ahead he stayed there. That meteoric lap was covered in 1 min. 25.4 secs. (77.58 m.p.h.)—a new class and sports-car record.

Further back, Dobson managed to pass his team-mate, Douglas, so the result was Frazer-Nash, Jaguar, Frazer-Nash, Jaguar and Jaguar, with the three Scottish cars showing up extremely well, and 21-year-old Sir James Douglas giving a highly pleasing display.

In the final of the Formula 3 race (10 laps) Moss the race dictator became

## CASTLE COMBE

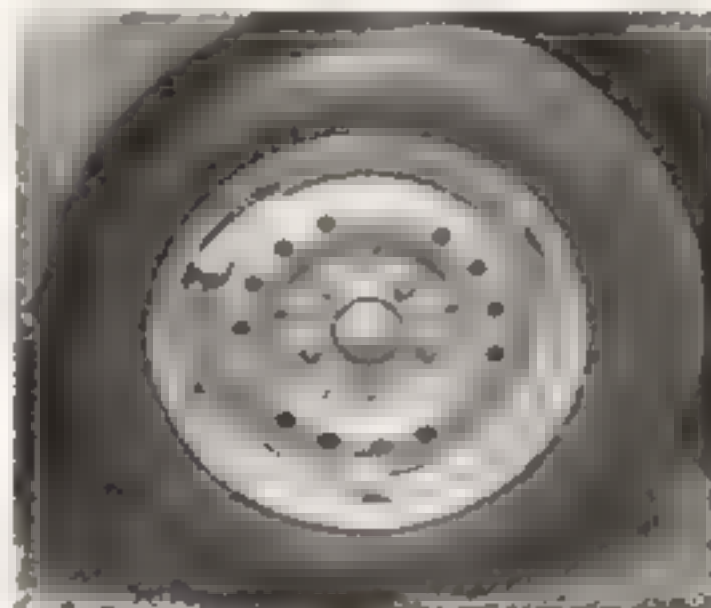
**Stirling Moss (Kieft) and Tony Crook (Frazer-Nash) Outstanding in Bristol M.C. and L.C.C. Races—Kiefts 1-2-3 in 500 c.c. Race**

THE West Country certainly turned up in force for the opening meeting at Castle Combe last Saturday, and crowded car parks must have gladdened the hearts of the hard-working officials of the Bristol M.C. and L.C.C. In concentrating on Formula 3 and sports-car events, the organizers attracted a first-rate entry, including Stirling Moss, whose brilliant driving of his Kieft delighted the enthusiastic spectators and Tony Crook, who motored his Frazer-Nash at remarkable speed to win two sports-car events.

First event was Heat 1 of the 500 c.c. race, and this produced something of a shock for the "double-knocker" brigade. Michael Barclay (Cooper-J.A.P.) won at 70.98 m.p.h. from Arthur Gill in the new Jackson-Norton and John Coombs in one of the "Ecurie Britannique" Cooper-Nortons. Barclay is, of course, the other half of the Donald Beauman/Michael Barclay partnership.

The irrepressible Cliff Davis ran away with the 1½-litre section of the first sports-car event, the Cooper-M.G., building up a lengthy lead before Cliff eased up to win by over 37 secs. from J. G. S. Sears in a 1½-litre, ex-Peter Reece Cooper-M.G. Davis's speed was 69.40 m.p.h., and he put in one lap at 1 min. 33.4 secs. (70.94 m.p.h.). T. Line (TD M.G.) drove a very fast race, and was only pipped for second spot by one second. Jim Sparrowe (Morgan) cantered home in the 1,100 c.c. category.

In Heat 2 of the Formula 3 event Charlie Headland (Kieft Norton) shot off at great speed and established a useful lead. Unfortunately his car shed a wheel on lap 2, this letting Don Truman into the van with his newly acquired Mark VI Cooper-Norton. Truman drove immaculately, and staved off a challenge from Jack Westcott (Kieft-Norton). In third place was Gordon Shillito, making his debut with one of the new Jacksons. Although handicapped with a tight engine (single-o.h.c.

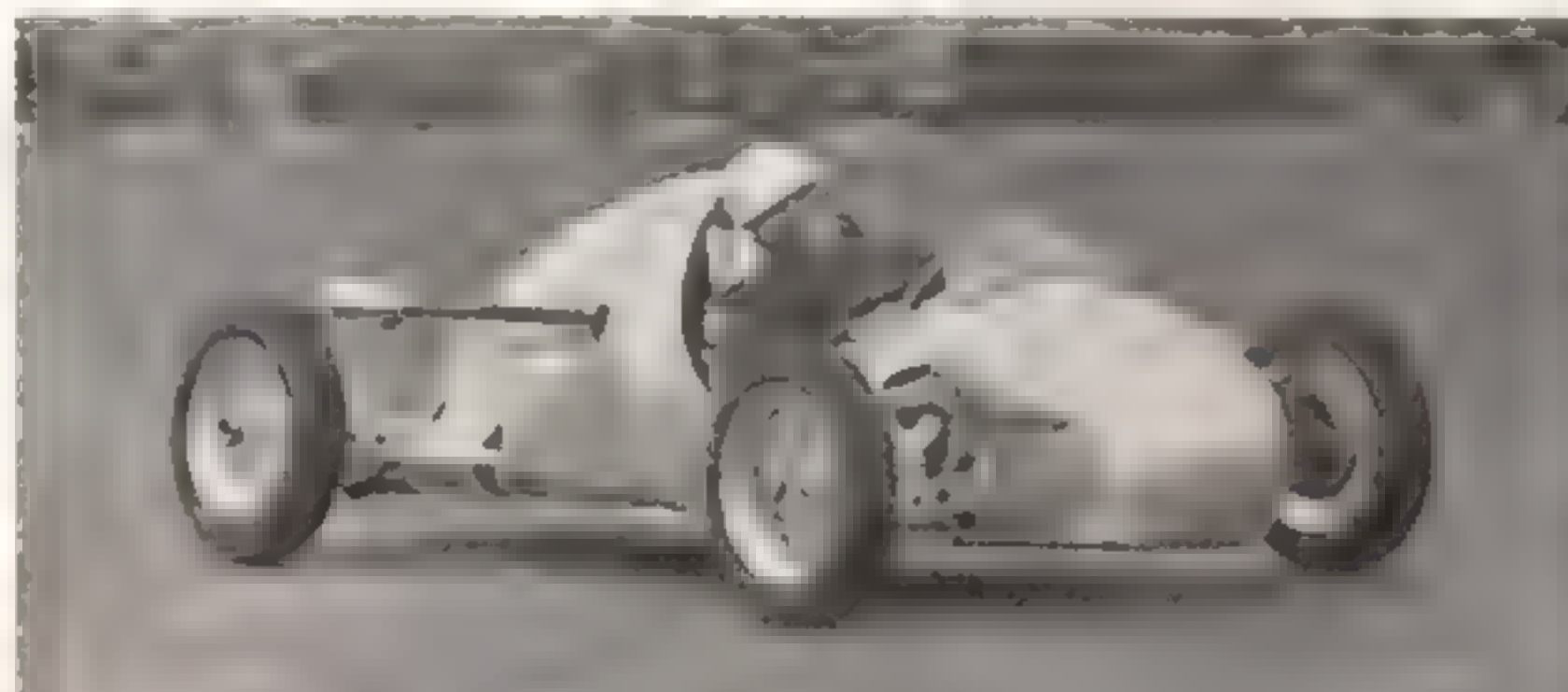


**'WILKIE' NOTION:** Air scoops to aid brake cooling, seen on the three "Ecurie Ecosse" Jaguars

Norton), Shillito showed himself to be extremely fast in the bends.

The 1½-litre (S) and 2½ litre (L s.) sports-car race was a story of a stunt that failed to come off. Tony Crook and Roy Salvadori had obviously arranged to do a sport of passing and re-passing to make things look good for the spectators, and were also determined to finish in a dead heat. In point of fact, they made a good attempt to cross the line together, but the timekeepers gave Crook the verdict by 0.2 sec. Opposition to the fleet F-Ns came from a trio of Healeys, of which John Buncombe's was the quickest—nearly 18 secs. behind Salvadori.

**MOSS THE IMPERTURBABLE**  
Stirling Moss, in his Kieft Norton, complete with new bulbous nose, cantered home in the Formula 3 race





also Moss the general. Don Gray made yet another of those lightning starts of his, and the Cooper held on to a slender lead for just over a lap from Moss's silver Kieft and Loens's French-blue similar machine. The two Kiefts swept ahead, with Westcott trying desperately to catch Gray, and the rest of the field nowhere. Gray gradually drew away from Westcott, but was outpaced by the two leaders. Then happened a curious incident. Stirling slowed and was passed by both Loens and Gray. He (Moss) then had Westcott tuck behind him, and to the amazement of all brought the Plymouth driver along in his slipstream to streak past Gray into second place behind Loens. Next time round, the spectators were entertained by the sight of Moss and Loens travelling side by side carrying out a conversation with much gesticulation. Loens appeared to get the gist of what was happening, then Moss shot off again at high speed. Gray dropped back to fifth place, being

"Ecosse" in third place. Moss took over Salvadori's Frazer-Nash, but this team was unplaced.

Altogether a delightful meeting, characterized by a real holiday atmosphere. That the Kieft challenge in Formula 3 is a very real one, there can be no doubt whatsoever. McGee and Bedson can take every encouragement from the showing of their new Macksons. The cars handle well, and in Gill and Shillito they have very promising pilots. Don Gray's J.A.P.-powered car was surprisingly much faster than the Norton-engined Coopers, whilst the Arnott appeared to lack power. "Ecurie Balai's" Triumph-engined J.B.S. and Cooper entries sounded healthy, and Alan Moore appears to have found reliability. The "Ecurie Britannique" Mark VI Coopers were only delivered on the eve of the event, whilst Don Truman has taken to his Mark VI like the proverbial duck to water.

Crook's Frazer-Nash seems to have a

prodigious number of horses, and his lap times are getting very close to those of last year's Formula 2 H.W.M.s. Roy Salvadori's recovery from his Silverstone accident is complete, and he is driving as fast and well as ever. Apart from Hugh Howorth's car, there doesn't appear to be any faster standard XK 120 Jaguars in the country than the "W. Kieft" tuned machines of "Ecurie Ecosse" and as things stand at the moment there is little to challenge the Davis Cooper-M.G., except the Lesters, and, of course, Lionel Leonard's latest edition.

#### RESULTS

**500 c.c. Event:** 6-lap heats and 10-lap (18.4 miles) final

**Heat 1:** 1, Michael Barclay (Cooper-J.A.P.), 9 mins. 20 secs. (70.98 m.p.h.); 2, Arthur Gill (Mackson-Norton), 9 mins. 23.6 secs.; 3, John Coombs (Cooper-Norton); 4, A. J. Nurse (Cooper-J.A.P.); 5, B. Hayward (Cooper-J.A.P.).

**Heat 2:** 1, Don Truman (Cooper-Norton), 9 mins. 12 secs. (72 m.p.h.); 2, Jack Westcott (Kieft-Norton), 9 mins. 14.4 secs.; 3, Gordon Shillito (Mackson-Norton); 4, Dennis Taylor (Arnott-Norton); 5, O. Issard-Davies (Cooper-Triumph). **Fastest lap:** Truman, 1 min. 29.4 secs. (74.11 m.p.h.)

**Heat 3:** Stirling Moss (Kieft-Norton), 8 mins. 53.6 secs. (74.48 m.p.h.); 2, André Loens (Kieft-Norton), 8 mins. 59.4 secs.; 3, Don Gray (Cooper-J.A.P.); 4, John Brise (Arnott-Norton); 5, Alan Moore (J.B.S.-Triumph). **Fastest lap:** Moss, 1 min. 27 secs. (76.15 m.p.h.)

**Final:** 1, Moss (Kieft-Norton), 14 mins. 56 secs. (74.39 m.p.h.); 2, Loens (Kieft-Norton), 15 mins. 0.6 sec.; 3, Westcott (Kieft-Norton), 15 mins. 52 secs.; 4, Gray (Cooper-J.A.P.), 15 mins. 7.8 secs.; 5, Gill (Mackson-Norton); 6, Truman (Cooper-Norton). **Fastest lap:** Moss, 1 min. 25 secs. (77.9 m.p.h.). **New class record.**

**Sports-Cars:** 6-lap races

**850 c.c. (S) and 1,200 c.c. (U/n):** 1, Jim Sparrowe (1,098 Morgan), 10 mins. 23.6 secs. (53.12 m.p.h.); 2, J. A. E. Parker (1,089 Riley), 11 mins. 36.4 secs.

(Results continued on page 512)



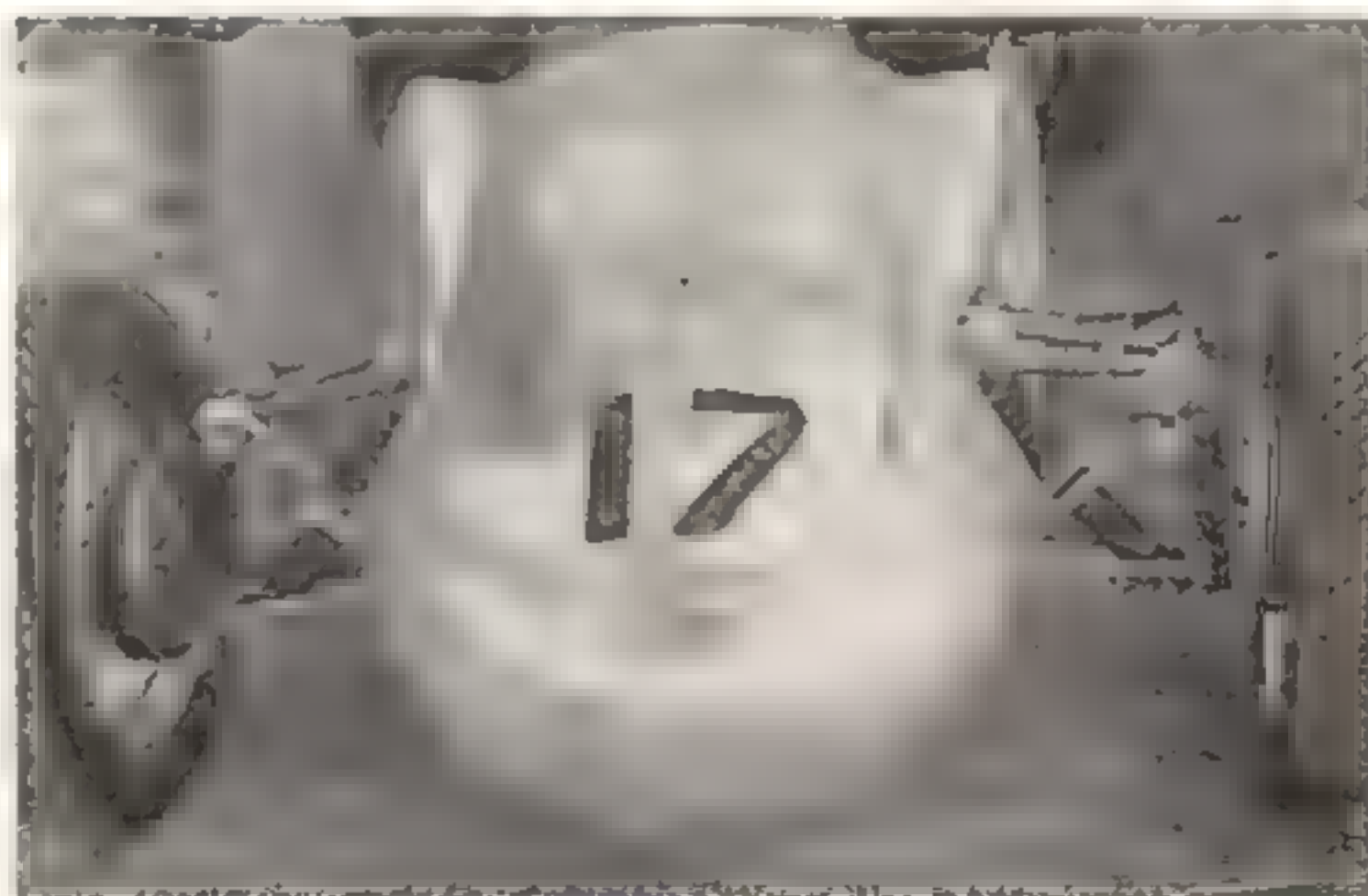
**PLUMBERS NIGHTMARE:** (Above) Ambitious exit for exhaust gases on Burton's Bentley

**LESTON ELASTIC:** (Right) Rubber band controlled i.f.s. on Les Leston's new special, mostly derived from his 1951 J.B.S.

passed by Truman, but on the second last lap made a tremendous effort and tore past both Truman and Westcott. However, the last-named regained his third place on the final lap.

The entire manoeuvre was, of course, to ensure a 1-2-3 Kieft victory. During the race Moss and Loens both broke the existing 500 c.c. lap record several times, the honour finally going to Stirling with 1 min. 25 secs. (77.9 m.p.h.), which, incidentally, was the fastest lap of the day.

Last event was a relay race for teams of three cars, which was a trifle difficult to follow. It was eventually won by Team D: Buncombe (Healey), Hems-worth (XK 120) and Illewellyn (TD M.G.). Runners-up were Leitch (TD M.G.), Fitzwater (Frazer-Nash) and Davis (Cooper-M.G.), with "Ecurie





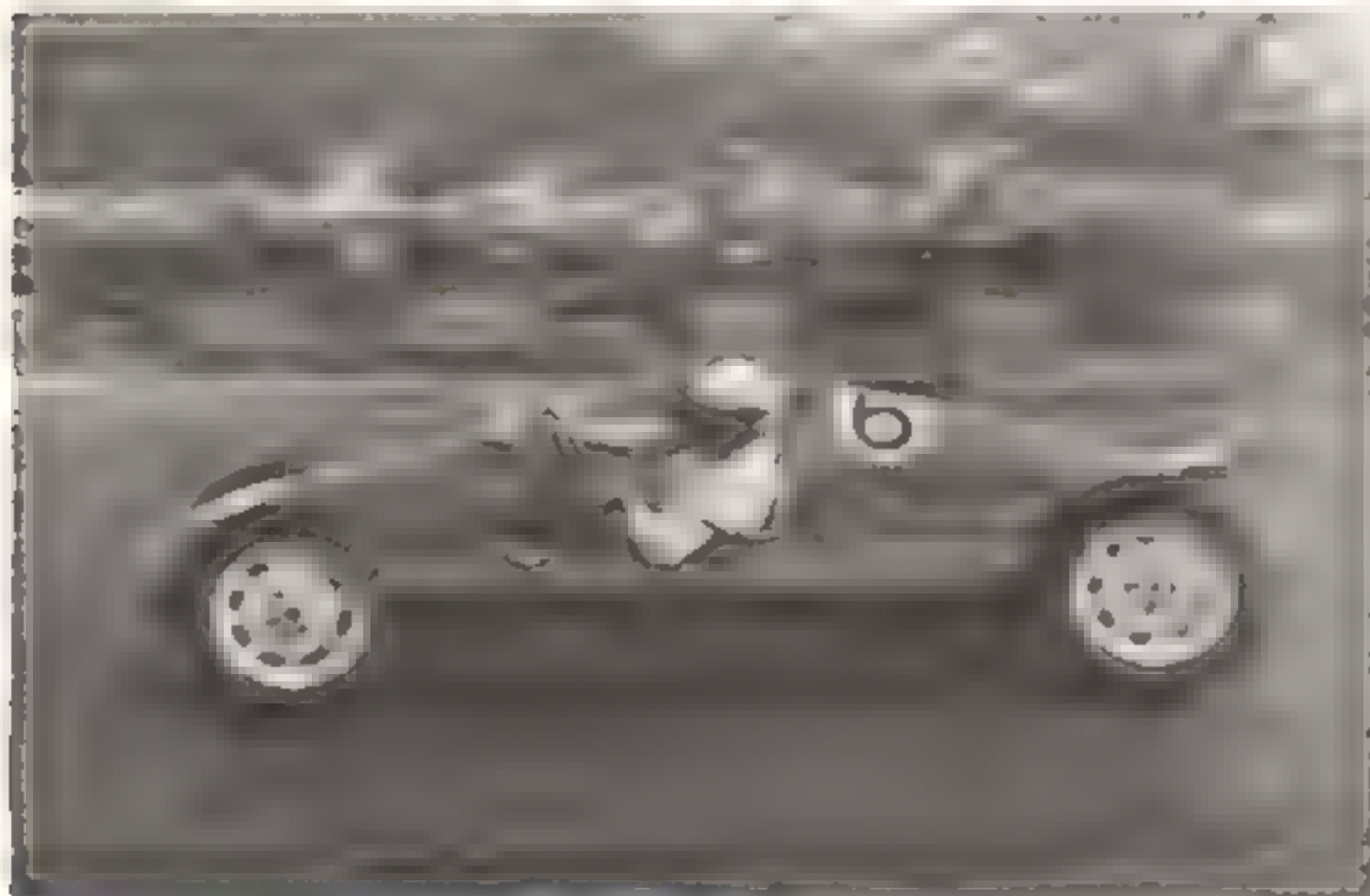
## BRANDS HATCH

**George Wicken (Cooper-Norton) Wins International London Trophy Race—Disappointing Display by Continental Drivers**

GEORGE WICKEN, a last-minute entry with his new twin-o.h.c. Norton powered Mark VI Cooper, won the International London Trophy race at Brands Hatch on Easter Monday before a very large crowd. This event was run in four 20-lap heats, and a 40-lap final. The Continental entries were disappointingly slow, and not one managed to qualify for the final.



*Above: D. W. Powell Richards (Kieft-J.A.P.) about to be passed by Harold Daniell (Emeryson-Norton) in the final of the London Trophy race. Ken Carter (Cooper-Norton) is close behind*



*(Above) London Trophy winner, George Wicken in his twin-o.h.c. Norton engined Mark VI Cooper*

*(Right) Gordon Shillito, making his first appearance at Brands Hatch, with the new Mackson*

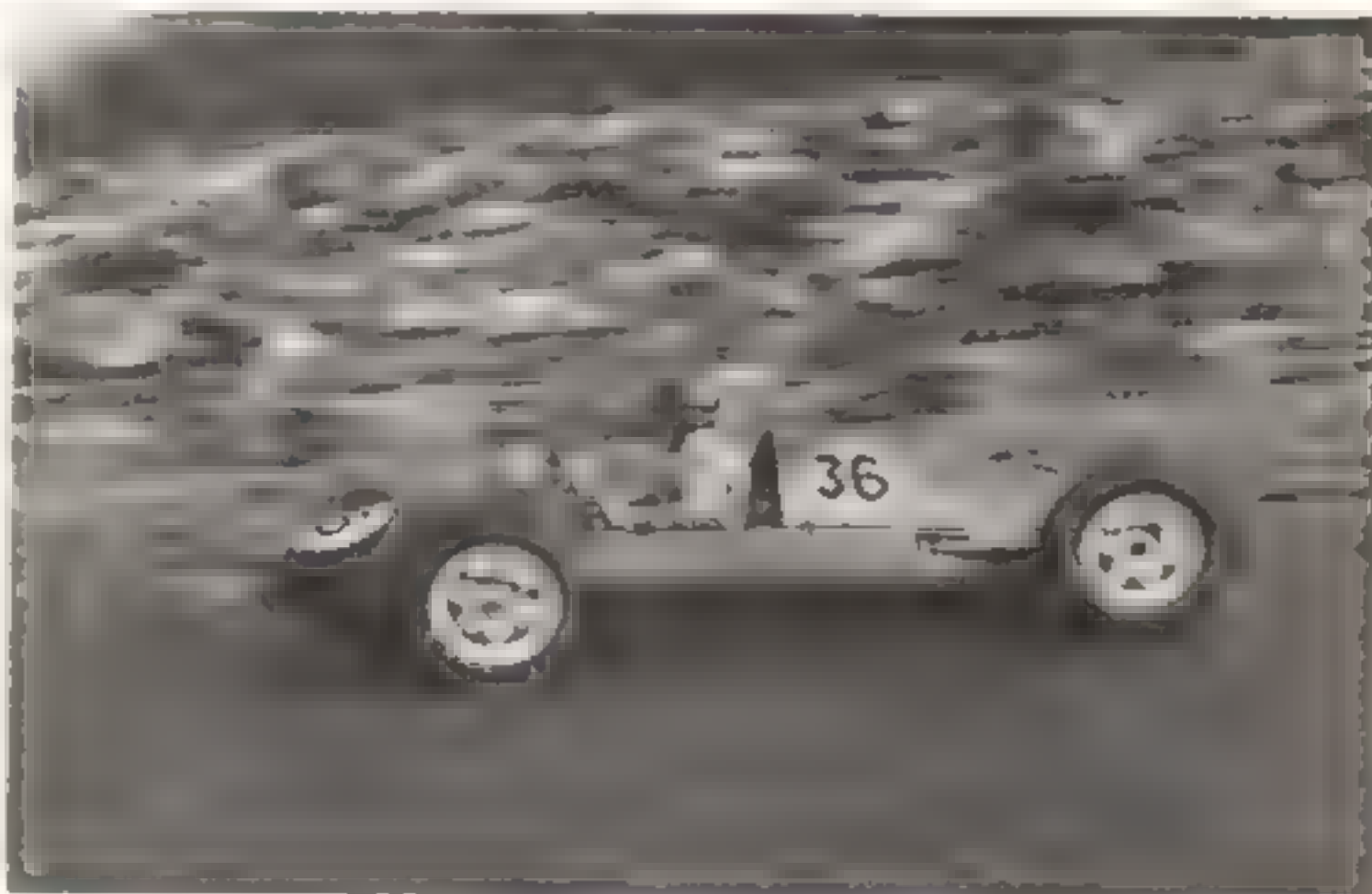
Heat 1 went to S. Lewis-Evans (Cooper-Norton) who was chased home by Don Gray (Cooper-J.A.P.) and Jack Westcott (Kieft-Norton). Charlie Headland (Kieft-Norton) rocketed ahead from the start, but in a repetition of his Castle Combe incident, shed a wheel at Clearways. Gordon Shillito in the Mackson impressed, but his motor did not have the necessary amount of Brands Hatch horses. Tom Leigh (Cooper-J.A.P.) went very fast for more than half-distance, then dropped out with engine trouble. Heat 2 was all Wicken, the Maidstone man driving an immaculate race to hold off Harold Daniell (Emeryson-Norton) who has suddenly found his form. D. W. Powell Richards (Kieft-J.A.P.) was third.

In Heat 3, after B. C. Ecclestone (Cooper-J.A.P.) succumbed to gearbox

trouble, D. Taylor (Arnott-Norton) led for most of the way, tailed by the wily Don Parker (Kieft-J.A.P.). Parker pressed so hard in the closing stages that Taylor overdid things in Paddock Bend and spun off the road in a cloud of dust and smoke. Don Truman (Cooper-Norton) ran into second place after a very fast drive, with R. A. R. Hall (Iota-Norton) third.

Norman Gray (Cooper-J.A.P.) and Paul Emery (Emeryson-Norton) had an exciting duel for 18 out of the 20 laps of Heat 4. Emery tried all he knew to pass Gray, but the latter's J.A.P. engine appeared to have more steam than the Norton coming up the hill from Paddock Bend. Scottish driver Ninian Sanderson (Cooper-Norton) drove without fireworks for a well-deserved third spot, whilst Peter Braid (Mackson-Norton) showed promise of better things to come.

Norman Gray (Cooper-J.A.P.) shot off





his team-mate R. Russell was not so successful. The Morris team scored 100 per cent. here even though Dick Barton did risk the steepest part of the bend. That historic baby car, the Peugeot, driven by F. S. Lockhart, failed after taking the bend too wide. In contrast to M. R. Lovell's Austin 7, which was quite fast, J. G. Vessey's Lagonda only just made the grade.

At 5.32 p.m. the main part of the trial arrived to tackle the two sections of the M.C.C.'s own "Bluehills". The steep hump of the right-hand hairpin was very slippery and gave promise of difficulty. This promise was soon fulfilled as only seven specials out of the first 20 cars succeeded. Of the next 16 only two were successful. Wheels spun, rubber smoked, tails slid, but the hump was nearly impossible. On the second section the news was little brighter. Naturally a delay built up and soon a line of cars stretched back up the approach lane as far as the eye could see. As dusk set in some competitors suggested to the officials that the sections should be abandoned on the score of (a) darkness, (b) danger, (c) damage to cars, and (d) delay. A meeting of officials was held and at one minute past 8 p.m. Major Mariani announced that, as it appeared to be the wish of some entrants, Bluehills would be cut out and not included in the results. This was a most unfortunate end to what had been a most enjoyable trial and of course materially altered the value of a Premier Award. It should be noted that many of the drivers of normal sports and touring cars did not join in the protests and did in fact make gallant attempts in the dark.

Of the finishers, 58 claimed Premier Awards, 33 Second Class and 21 Thirds.  
J H R.

**Premier Award Claimants:** E. D. Scobey (Allard), S. D. Guttridge (A.F.S.), R. J. Harris (Ford), R. W. Harnell (Ford), T. H. Shaddick (Shaddick), R. Wilson (L.R.G.), L. R. Gear (L.R.G.), J. Simmons Hodge (Austin), J. H. Pool (M.G.), I. D. L. Lewis (M.G. (S)), D. J. Parsons (Frazer-Nash), W. C. Wykes (Dellow (S)), D. J. Herbert (Lansdowne (S)), A. Wilson-Gunn (Dellow), P. H. G. Morgan (Morgan), W. A. G. Goodall (Morgan), C. J. McCann (Morgan), G. Spears (Dellow (S)), H. F. Hamilton (M.G.), H. B. Woodall (Ford), G. Wood (Allard), R. Litton (M.G.), R. W. Cookson (Morris), J. Footwood (Ford Anglia), F. Allott (H.R.G.), R. A. Hellyar (Singer), J. Tucker Peake (Scarlet Runner), H. Kendrick (M.G.), W. Kendrick (A.C.), S. W. Facks (Lea Francis), P. A. Linney (H.R.G.), W. F. Mead (Dellow (S)), W. J. Hayward (Baylis Thomas), B. A. Roy (Morgan), J. W. Bowdage (Morgan), J. H. Ahern (Spadger), H. H. Aderton (Ford), D. E. Read (Dellow), B. W. J. Hindes (Dellow), R. E. C. Brookes (E.R.P.), F. Morrish (Frazer-Nash), H. J. Finden (Lagonda Rapier), E. W. Pike (E.P.S.), C. F. Crossby (Vauxhall (S)), G. T. Williams (H.R.G.), P. F. M. Silcock (Morgan), K. G. Cramp (Allard), R. W. Brown (M.G.), D. C. Mitchell (Ford Anglia), Mrs. Nancy Mitchell (H.R.G.), T. Rutter (M.G.), A. L. S. Denyer (Lea Francis), A. Turney (Riley), A. S. McDonald (H.R.G.), C. R. Price (Dellow (S)), D. D. Bernard (Ford Anglia), W. Stacombe (M.G.), E. J. Kehoe (Buckler).

**Vintage Premier Claimants:** C. A. Whittle (Fiat), K. W. Garrard (Fiat), N. D. Routledge (Morris).



BROUGH: R. A. R. Bell (Lota) being chased by H. L. Williams (Emeryson) at Runway Corner during the Blackburn Welfare M.C.'s 500 c.c. races at Brough last Saturday

## TOM LEIGH'S WIN AT BROUGH

### Big Crowd at Blackburn Welfare M.C. Event

THE Blackburn Welfare M.C.'s Easter Saturday Race Meeting was held at Brough Aerodrome under dull skies and cold conditions. A crowd estimated at 12,000 plus saw an excellent day's sport. Whilst this event is mainly for motorcycles, the Half-Litre Club, by invitation, present two 500 c.c. car races, a scratch event, counting for the Atto-sport Trophy, and a handicap, both consisting of two heats, seven laps of a 1.7-mile circuit, and a final of ten laps. Scratch race, heat one, brought a mixed bag: A. Ryder, R.S. (the ex Bond works car), two Lotas, two Coopers, two Emerysons, Roper's BRS, Higham's J.P. J.A.P., and Mike Beardshaw in the Father Stee Spl. At the start Ryder jumped into the lead, failed to brake at the first bend, spun, restarted, and at Shrubbery Corner lost control and finished amongst the crowd, which luckily saw him coming and avoided a serious incident—an epic example of how not to drive a racing-car! Meanwhile Bell's Lota, Williams's Emeryson and Paulson's Cooper fought it out to the last lap when Higham's J.P. challenged the latter and just made third place.

Heat 2 found eight Coopers including Jackie Reece and Tom Leigh, plus a lone Kieft (Don Parker's). Parker started away at the flag drop with Leigh and Lambert in close attendance. The unfortunate Reece, who had not selected first gear, sat on the line banging his helmet with both hands and howling invectives at himself. This over, he streaked through the field to emerge on lap five in fourth position. Parker did not seem too happy on this corners with his Kieft, and had to work hard to keep ahead of Tom Leigh. Lambert came home third. The final was not spectacular; Tom Leigh (Cooper) led all the way from Parker who, faster on the straight, could not

keep the Kieft pointing the right way on corners. Lambert took third place, while Reece, who on lap one timing looked a likely winner, broke a chain and was seen no more.

The handicap event brought the same starters in each heat but mechanical failures had been heavy and only three cars finished in heat one, Sellars, Lambert and Prosser in that order, all in Coopers.

Heat 2 was similar; Paulson, driving Stan Asbury's Cooper off 48 secs., won by half a lap from Bell's Lota and Spreckley's Cooper. The final was a runaway win for Paulson who had only been docked 16 secs., half a lap again in front of Bell and Spreckley. Actually Paulson gained 12 secs. in seven laps from Bell's Lota off 8 secs., the scratch man!

FRANCIS PENN.

### RESULTS

#### Scratch Race

Heat 1: 1, R. A. Bell (Lota), (55.7 m.p.h.); 2, H. L. Williams (Emeryson); 3, J. Higham (J.P.); 4, K. Roper (BRS); 5, G. J. Mitchell (Cooper).

Heat 2: 1, D. Parker (Kieft), (57.7 m.p.h.); 2, T. Leigh (Cooper); 3, F. Lambert (Cooper); 4, J. Reece (Cooper); 5, R. Spreckley (Cooper).

Final: 1, T. Leigh (Cooper), (57.8 m.p.h.); 2, D. Parker (Kieft); 3, F. Lambert (Cooper).

Handicap Race, Final: 1, R. S. Paulson (Cooper), (57.4 m.p.h.); 2, R. A. Bell (Lota); 3, R. Spreckley (Cooper).

### B.R.M.s FOR ULSTER

It is said that B.R.M. will run two cars in the Ulster Trophy Race on 7th June, over the Dundrod Circuit. Drivers will probably be Fangio and Moss.



# THE NEW MERCED

## IN I

by JOE



*FRILL-LESS FRONT: Forward end of the 3-litre sports-racing Mercedes-Benz saloon. The curved windscreen can clearly be seen*

LATE 1946 saw something like 80 per cent. of the Daimler-Benz factory at Stuttgart a mass of rubble and twisted steel. Sheer determination on the part of all members of the company, from directors to labourers, has brought the house of Daimler back to the forefront of the automotive industry today.

The latest step forward, and one long anticipated, is the return to racing with a specially developed version of the now well-known 300 S.

The six-cylinder overhead camshaft engine has a bore and stroke of 85 and 88 millimetres and the compression ratio has been raised from 7.5 to 8 to 1. This, plus other modifications, has increased the power output to 175 b.h.p. at 5,200 r.p.m., an increase of 25 horsepower. Three downdraft Solex carburettors are fed by twin pumps, and an oil cooler and filter are built into the main blood stream à la the 300 S. A single dry plate clutch transmits the power to the four-speed single mesh gearbox, final axle ratios being quoted as 1, 1.45, 2.12, and 3.33 to one.

The chassis, very much lightened, follows long accepted Mercedes design and consists of large section steel tubes rigidly cross braced. Front suspension is almost identical to that used on the 1939 G.P. cars, with open coil springs and unequal length wishbones pivoted through the chassis members to allow a limited amount of fore and aft movement. Telescopic dampers are fitted, developed after a series of thorough tests on the 1952 edition of the 1939 G.P. car. These cars, incidentally, have assumed the role of

high speed test beds for ideas and drivers. Rear suspension is almost identical to that used on the 300 S, with swing axles, helical springs and telescopic dampers.

Brakes are of more than usually large diameter, hydraulically operated with separate master cylinders for front and rear. A pistol grip dashboard brake, well drilled for lightness, operates on the rear wheels only.

Most striking of all is the beauti-

fully built light alloy body which so neatly covers all the aforementioned details. Overall length is 13 ft. 11 ins. (4,220 mm.), overall height is 4 ft. 1½ ins. (1,265 mm.), wheelbase is 7 ft. 10½ ins. (2,400 mm.), overall width is 5 ft. 10 ins. (1,790 mm.) and the track appears to be somewhat greater at the rear than at the front. This could doubtless have been verified by pottering around with a ruler, but, as a certain amount of secrecy surrounded the car at the time of writing, the urge to potter was subdued.

The cockpit itself is comfortable and functional, and is reached by hinged body-cum-roof sections rather than by doors proper, this bold measure resulting in a worthwhile saving of weight. The large diameter speedometer and revolution





# TYPE 300 SL MERCEDES-BENZ

## DETAIL

STUBBS

counter are mounted at about eye level in a raised faring on the dash, and below them come the fuel gauge, oil pressure gauge and ammeter, etc. At present the gear lever is long and cranked but this may be changed in the near future. A defrosting system keeps the one-piece curved windscreen and side windows clear, and a ventilator supplies air under pressure from a point just behind the radiator grill.

At the moment, pressed steel bolt-on wheels are worn but these are to be replaced with the Rudge Whitworth variety prior to racing proper. Colour scheme is silver as carried by the pre-war G.P. cars (why not the original white of the earlier days?) with a chromium-plated star on the radiator grill.

During the initial tests carried out



*NO BLIND SPOTS: Rear view of the 300 "Super Leicht" Mercedes; the curved rear window ensures a good view of any rival close behind. Spare wheels are housed inside the locker.*

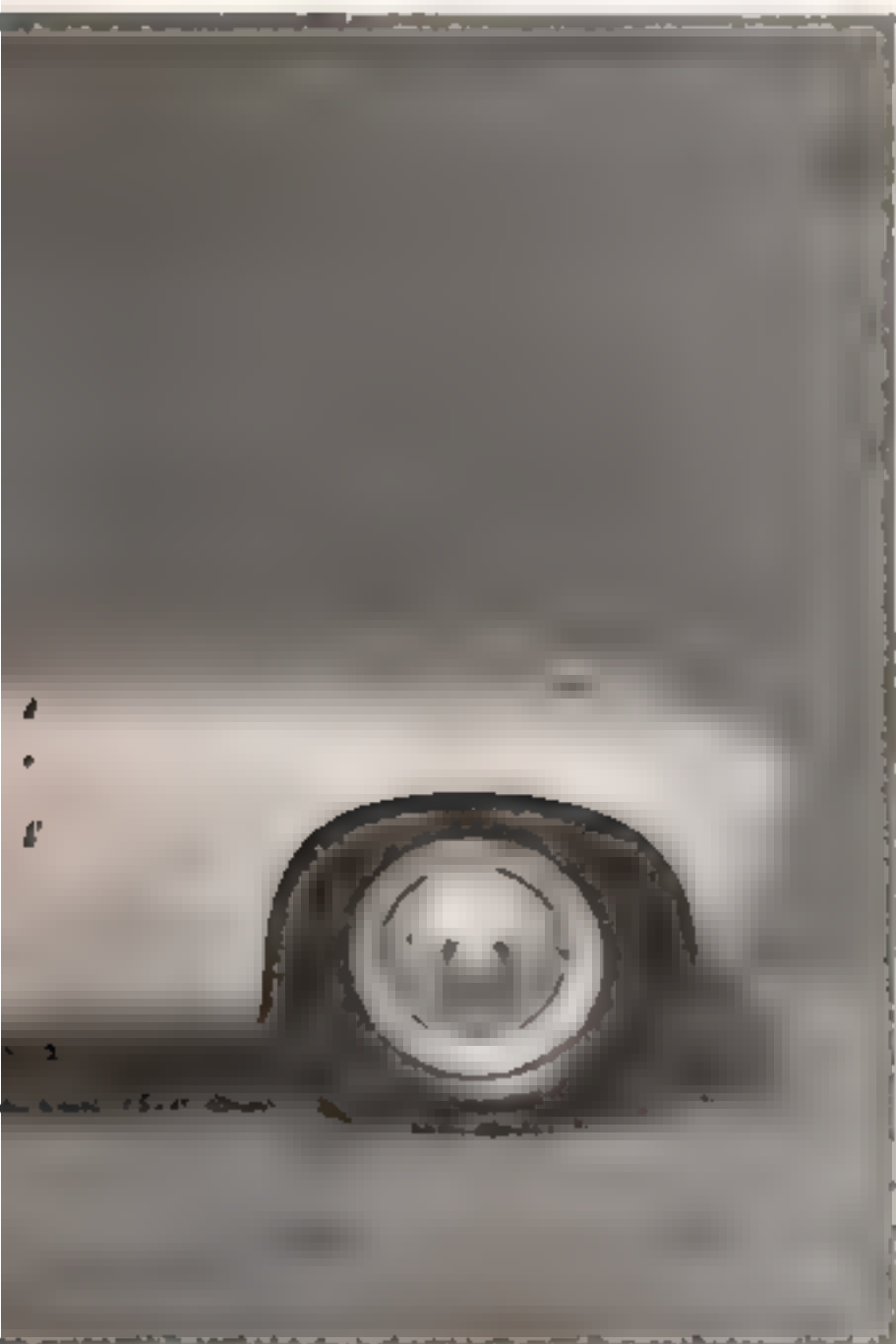
on the autobahn near Stuttgart, a portable canvas hangar was erected so that adjustments could be carried out in reasonable comfort and a certain degree of security (in the Army sense) maintained.

Although larger in overall dimensions than the XK 120C the 300 SL looks a small car, doubtless due to the extremely good proportions and low overall height. The turning circle, by the way, is 40 ft.

Teams have already been entered

for the Mille Miglia and Le Mans. Drivers for the Mille Miglia are Caracciola, Lang and Kling, but additional drivers for Le Mans have not yet been selected.

Although no performance figures can at the moment be given it is fairly safe to say that the new Merc will give all concerned a pretty good run for their money. Who can tell, maybe Le Mans this year will see another Homeric battle between the White and the Green.



*COULD COACHWORK BE CLEANER?: (Left) The light alloy body is beautifully smooth and functional. Rudge Whitworth type wire wheels will add even more to the car's appearance.*

*(Above) The 300 SL alongside the portable hangar erected for autobahn tests. This view shows how the "doors" open upwards.*



# Correspondence

## The Appearance of Trials Cars

FROM time to time AUTOSPORT has published letters on the subject of trials, in particular from racing fans complaining about the amount of space devoted to them. This is doubtless a seasonal effect, when there are races to cover and the number of trials diminishes, the ratio will no doubt be reversed.

I hold no great brief for trials and consider that they are now carried to fantastic lengths to defeat the freak machines entered (they are certainly not cars), but I am ready to peruse the reports and photographs, provided that there is a certain amount of racing information to leaven the content.

Car trials appear to have gone to even greater extremes than the motor-cycle variety, both in the types of course in use and in the machines which are necessary to attempt to overcome the obstacles. It is, of course, a never-ending battle between the course-finders and the machine-concocters, but if, I repeat if, it is essential for freak machines to be used, then surely it is reasonable to expect the builders to expend a certain amount of cerebration on the subject of clothing the works of their horrors, and at least add a neat and respectable-looking body, rather than the weird devices that appear with such frequency in your pages.

A. W. HAY

ST. MAWGAN, CORNWALL.

## Handicapping

SINCE Mr. C. F. C. Lindsay of Belfast wrote on 4th April to express disagreement with my views on handicapping, it will occasion no surprise that I should disagree with him.

Our chief point of difference appears to be whether close finishes (for in practice dead-beats rarely occur) are desirable, and my belief is that competitors and spectators alike would undoubtedly wish the handicapper to make these his aim. The fact that scratch races frequently fail to produce close results is not, I suggest, a point in their favour, but a cogent criticism of the common practice of forming them in capacity classes, where there is almost always one outstanding car for so it often proves on this side of St. George's Channel which can be relied upon to dominate its class. For this reason, I do not accept Mr. Lindsay's statement that specifying the type of scratch race assures entrants of protection from cars of superior specification.

I was interested to read in Part 2 of Stanley Sedgwick's wise and level-headed essay on "The Organization of Club Competitions" the following sentence: "Careful grouping of cars having regard to their known potentialities can provide scratch races of great interest to both participants and spectators." This is the device we employ in the Eight Clubs' race meetings, so that scratch races are, in effect, pre-handicapped, and Mr. Lindsay would no doubt find the finishes dreadfully close.

It is pleasing to discover that we are agreed that the best driver should always win (unless, for example, his car goes sick), but, further on, Mr. Lindsay gives his blessing to A (and would not handicap him) for preparing his car better than B, which suggests that his idea of the best driver is the most skilled and fastidious mechanic: and here we again differ.



The question boils down, I think, to the selection of the method through which the incentive to win is to be provided. Mr. Lindsay first places the emphasis on driving ability and then shifts it to preparation. In thinking that every starter should have a chance of winning, I believe that the handicapper's task is first to equate the performance of the cars and next to balance the normal ability of the drivers, so allowing the man, who by skill on the track can pull something out of the bag, to take the chequered flag. In short, it should be first within the power of each driver to annul his handicap by driving that much better than usual. Nor does this in any way lower the standard of a race, as it merely means that the slow car or moderate driver is given a substantial start.

As to Mr. Lindsay's suggested approach to handicapping, I feel that this letter is already long enough and, therefore (speechless), leave the field to someone else.

BARCLAY INGLIS.

PROGNALL, N.W.3

I SHOULD like to express hearty agreement with Major Lindsay on the subject of handicapping, or rather, the avoidance of over handicapping. To put all Stage 2 TDs, or 1,172 c.c. Ford specials off the same mark is only reasonable, and encourages the owner of an unduly slow car to do something about it. Those who have succeeded in extracting more knots than most from a given model deserve their reward.

In particular, I have in mind the case of a local driver who, last season, was invariably given the same handicap allowance as the driver of a very rapid special similar to his own. At first he mused about it then he got down to some quiet thinking about his camshaft. In the opening meeting this season, he drove his—now much faster—special with admirable determination, and succeeded in coming in a close second to his rival. I know he will keep on trying, and believe that both these drivers should remain on the same mark—even if he eventually crosses the line half an airfield in front of the other man.

For the same reasons, I believe that rehandicapping between heats is an unkind practice unless a frightful bloomer has been made. If Bill Tupp (Crankshaft) has at last, and for the first time, persuaded his engine to fire on all 12 at the same time, why allow him to win an E.P.N.S. teaspoon in his heat, then put him so far back on handicap that he breaks a blood-vessel to achieve even tenth place in the final?

Besides, Mr. Tupp has already had to give some of his blood for a medical examination. He may have no more to spare.

F. WILSON MCCOMB

BELFAST

I WRITE to express my complete agreement with the article by Barclay Inglis on the subject of handicapping (21st March). I am very interested in this subject and have given much thought to the ways and means by which handicapping can be improved if not the task of the handicapper made lighter. The suggestion that a central record should be kept is one that is long overdue and is a task that I should be very happy to offer my services for any help that is required.

I am very serious about this and it is to be hoped that all club secretaries will co-operate in order that the record can be compiled in the shortest time.

I am a member of the B.A.R.C. and am hoping in the not too distant future to gain R.A.C. approval as a timekeeper—hence my interest in this point.

ROBT L. CLARKE.

19 ELMROVD AVENUE,  
POTTERS BAR, MIDDLESEX.

## The Home-Built Special

WITH very mixed feelings did I read the article of Mr. A. C. Whincop about his "home-made" Bugatti-type 57S.

The body shape of that car is a real shame, and I do hope its proud owner was only joking when he wrote "the completed car looks to me more like a 1935 Tourist Trophy Bugatti than the actual factory type 57T team cars did." My heart bleeds at the thought of this chassis which has been



checked with loving care by "le Patron" himself on a huge scraped plate, suffering the ominous fate of being sawed and welded back shorter, "... lined up quite easily and dead accurately by eye ..." all this in a barn!

Surely since Jeanne d'Arc, never did France suffer a bitterer blow from England

"UN GAULOIS INDIGNÉ"

PARIS

#### Place Men at Club Events

A FRIEND of mine recently lent me a copy of your journal and I was surprised to read in it a letter from a Mr. White regarding certain regulations under the Sporting Code.

If your correspondent's views are correct then Messrs. Crook, Hawthorn and Davis should not have been permitted to run in the recent members' meeting at Goodwood. However, I am sure the B.A.R.C. would never miss a point like that. How about an authoritative statement from them or the R.A.C. on this matter?

J. THOMPSON

CROYDON

#### The DKW Two-Stroke

I **N**EO leave to challenge the statement by your correspondent, Mr. John B. Owen (AUTOSPORT, 4th April) that "the DKW ... has many good points, but the engine is not one of them". The main reasons he gives are that a new crank shaft proved expensive and that the engine ran unsatisfactorily after this was fitted. These are no criticisms of the engine even the simplest mechanism benefits from correct replacements and skilled service, neither of which appear to have been available to Mr. Owen.

The large number of pre-war DKWs still in use on the Continent is a measure not only of the standard of service there but also of the basic soundness of the car as a whole. Most of these must have travelled many times the 30,000 miles I covered (with negligible engine-trouble) in my own DKW.

Finally, a visit to the Continent would show Mr. Owen that the invasion of the light car field by two-strokes, far from being "remote in the extreme", has long been an accomplished fact.

R. POWELL

EAST GRINSTEAD

#### The Ban on Retreads in Competition

EVERY Easter since the war I have made an annual pilgrimage to Trengwainton Speed Hill-Climb.

This year, thanks to the new R.A.C. regulations banning retreads, I was unable to compete, as I possess only Oxborrows, and do not feel disposed to purchase a new set of ordinary tyres.

Trengwainton is a quarter of a mile in length, with a maximum of probably about 45 to 50 m.p.h., and I have never known of a tyre bursting there.

Come to that, has there ever been an accident through a tyre bursting at any English speed hill-climb?

The R.A.C. seem to possess too much authority for passing regulations without obtaining the full consent of clubs whom they most affect.

The small-time enthusiastic competitor with a shallow pocket is being remorselessly excluded from the sport as more and more regulations are forced upon him.

A. W. MORRISH

BRISTOL

#### Retreads and Racing

I WAS very interested to read Mr. G. G. Taylor's most timely letter on the above subject, as the cost of tyres is by far the greatest expense that a clubman has to face in a season's racing.

I know, from personal experience, that one cannot enter half the events, especially long distance races, which one would like to owing to the enormous bill for tyres.

The cost of genuine racing tyres is almost prohibitive for the ordinary amateur club member (could this be because only one firm builds them?), so he has to use standard road tyres which only last two or three meetings comprising of, say, two-five- or ten-lap races and practice.

The answer, as Mr. Taylor suggests, is for the R.A.C. to

allow retreaded tyres in club events, provided they are treated by one of the leading companies.

I am sure that covers, expertly examined and treated by a reputable firm, are absolutely as safe as a new cover under all comparable conditions, as proved in the Bol d'Or and various rallies, such as the Monte Carlo, etc.

I do hope that clubs and individuals will send all available data to the R.A.C., so that this most important aspect of club motor-racing may be considered before the season is too far advanced, otherwise there will be a very considerable drop in entries as the season advances.

P. WARING

LONDON, N.W. 7

#### The Sunbeam-Talbot "90"

THE usual Bolster road-tests involve vehicles of the higher income groups, though recently we observed the well-known figure garbed in strange clothes and savouring the merits of the Dellow. The ordinary reader and motorist cannot criticize these reports.

However, a great number of people drive the excellent Sunbeam-Talbot "90", tested last week. I wonder if they have also experienced 95 m.p.h. and managed to cruise at between 70 and 80 m.p.h.? Not this writer for one. Though we are informed later the maximum speed is 87 m.p.h. and speedometer error only 2 m.p.h. Cruise at 65 yes, but above 70 a curious oily smell emanates and I am afraid running on does occur after hard driving. The agreeable gearbox does not deserve its gear change "definite pressure" for engaging reverse seemed a good example of British under-statement. How much better a gear change in place of that "left handed only" ash tray.

Absence of a 100 p.p.c. order on a car priced fractionally under £1,400. I agree, is not austerity—but just plain meanness! Not mentioned but rarely incorporated these days is the best class handbrake which also reminds me to stop—but one last query. Are you sure Mr. Bolster, you had been to Piccadilly for the car or was it to Bournemouth for the Stage III Hartwell edition?

GUY E. ENTWISTLE

CHESHAM, HERTS (CHESHIRE)

#### The British G.P.

WITH regard to correspondence concerning the change in Formula in Grand Prix racing, it would appear to us after considerable study on the subject that the predominant reason for this undesirable move is mainly due to the withdrawal from Grand Prix racing of one of the leading and most successful foreign marques.

As far as we see the position, British representatives participated in the F.I.A. Conference of last year when it was agreed that Formula 1 should continue until 1954, and we gather that Great Britain supported and voted for this.

Therefore was the query and indecision with regard to the British Grand Prix? Surely we stand by our word, or don't we? For our part we feel that the promoters and organizing body for the British Grand Prix are morally and nationally bound to the Formula 1 agreement.

To accommodate the Formula 2 entrants, why not give the long-suffering spectator a really good full day's racing at Silverstone on 19th July, for example, we suggest a two-hundred mile race Formula 2 starting at 10.30, an interval for lunch, and then run a Formula 1 300-mile race, not, of course, forgetting Formula 3 as well. In our opinion the spectator deserves a better break than he gets at Silverstone at present. He pays top price, sees one race, suffers untold discomfort both coming and going and then has no say in what he is going to see. He enjoys no amenities and is treated by the organizing body as a poor relation. Let's see a change this year—a full day's racing at our premier event.

Now organizers—what about it? What's your reply?

H. J. McPHILLIPS AND K. VILLAMI

LONDON, N.W. 9

*We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.*



## Technical and Otherwise

by John Bolster

# THE RIDLEY SPECIAL

Now that interest is about to be focused on the super-charged 750 c.c. engine, it is worth looking back at previous achievements by power units of this size. Whether the new Formula 1 will, in fact, produce any small, highly-boosted machines to race against the naturally aspirated "two-and-a-halves" is a moot point. Nevertheless, there is always the possibility of a "cut in halves" Alfa Romeo or B.R.M. appearing, or some secret project that is maturing behind closed doors. I therefore propose to wax reminiscent about the days when International Class H was the most fiercely contested of all.

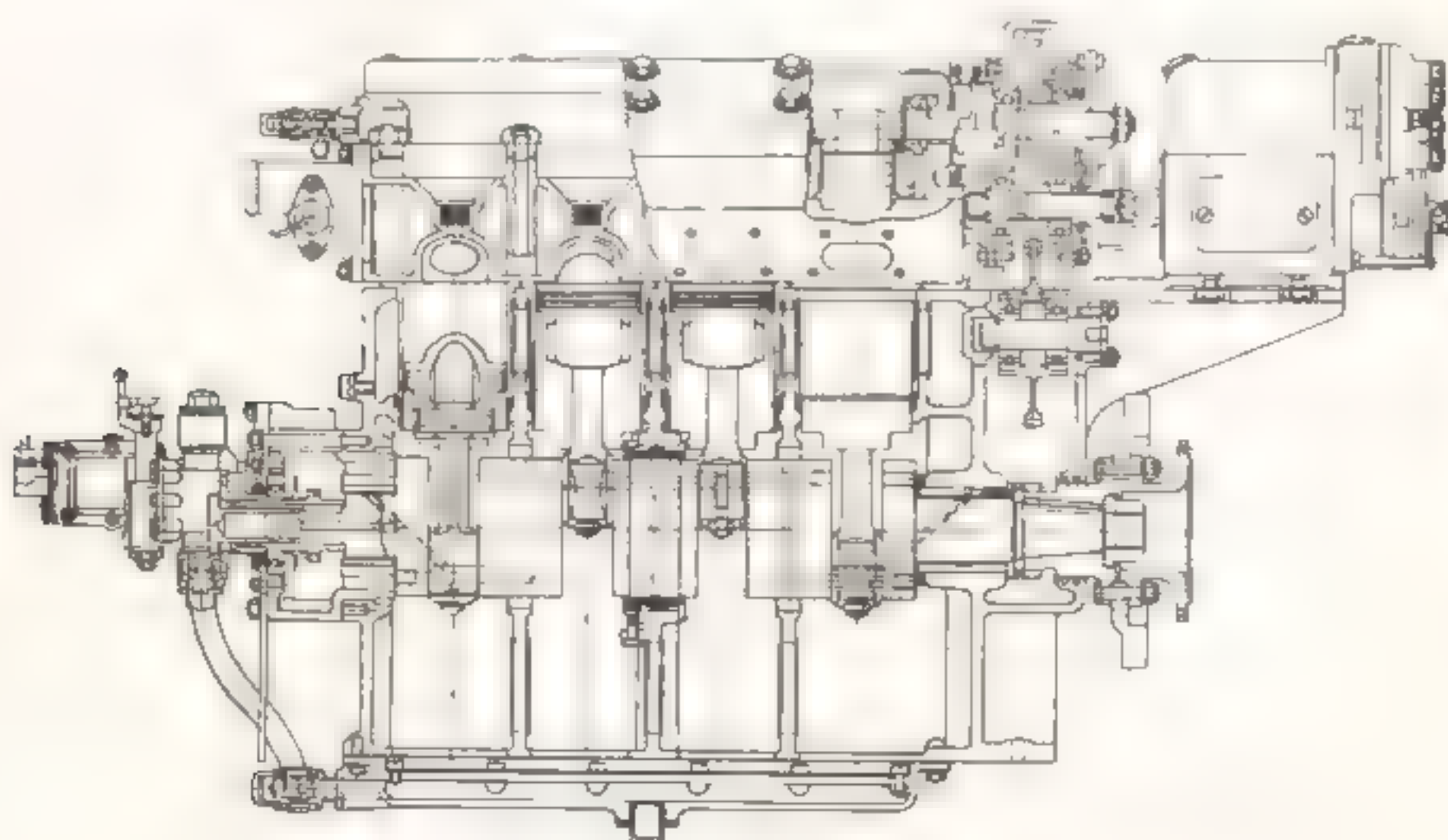
In 1930 and 1931, M.G. and Austin were at it hammer and tongs. These two great firms both needed to have the short-distance records in the class, for they had committed themselves to vast advertising campaigns for which supremacy in speed was a "must". Accordingly, they each attacked, and broke, each other's records again and again, until both protagonists had exceeded the "magic century", a performance which, at that time, was all but incredible.

One might imagine that, when the racing departments of two great factories were monopolizing the class, amateur constructors would be well advised to keep away. Lord Ridley, a brilliant engineer, did not feel that way about it, and in September, 1930, an entirely new engine began to appear on his drawing board. He had already carried out some experiments with a composite 750 c.c. engine, which was an adaptation of many existing parts. It was not a success, and the decision was therefore taken to design and build an absolutely special power unit which bore no relation to anything that had gone before. It is of interest that, whereas the experimental machinery had horizontal cylinders,

the later design was a normal, vertical, in-line four-cylinder.

As will appear later in this article, absolutely no pains were spared to make as perfect a racing engine as possible, and a glance at the drawings confirms this. It is thus amazing that by May, 1931, this private venture, built in quite a small workshop, reached the test bench stage. On 12th August, the Class H mile record was taken at 104.56 m.p.h., and the kilometre at 105.42 m.p.h. This was magnificent going, but Lord Ridley went straight back to his workshop and evolved a new bronze cylinder head, increased the boost, and carried out a number of modifications that experience had dictated. He watched his records broken with no dismay, for he knew that he now had a theoretical 115 m.p.h. up his sleeve, thanks to an 87 b.h.p. output.

Lord Ridley decided to bide his time. Every October, Brooklands was closed for the winter, and he figured that, if he performed on the last day that the track was open, his new records must stand until the spring. On its arrival, the car immediately proved capable of 112 m.p.h., but then disaster struck. The reason for the crash was never established, but it is possible either that the driver was dazzled by the westering sun, or that too much spring deflection allowed the undershield to strike the track. At all events, both the car and its owner-driver were badly smashed up, and that concluded the record-breaking life of the machine. It had been intended to go in for road-racing as well, but all that was unavoidably abandoned, too. Upon his recovery, Lord Ridley found that the engine and gearbox were intact, though the rest of the machine was utterly destroyed. He therefore detuned the power unit, and mounted it in a



★  
ELEVATION The  
4-cylinder 750 c.c.  
Ridley Special  
engine with cast  
iron cylinder head  
★



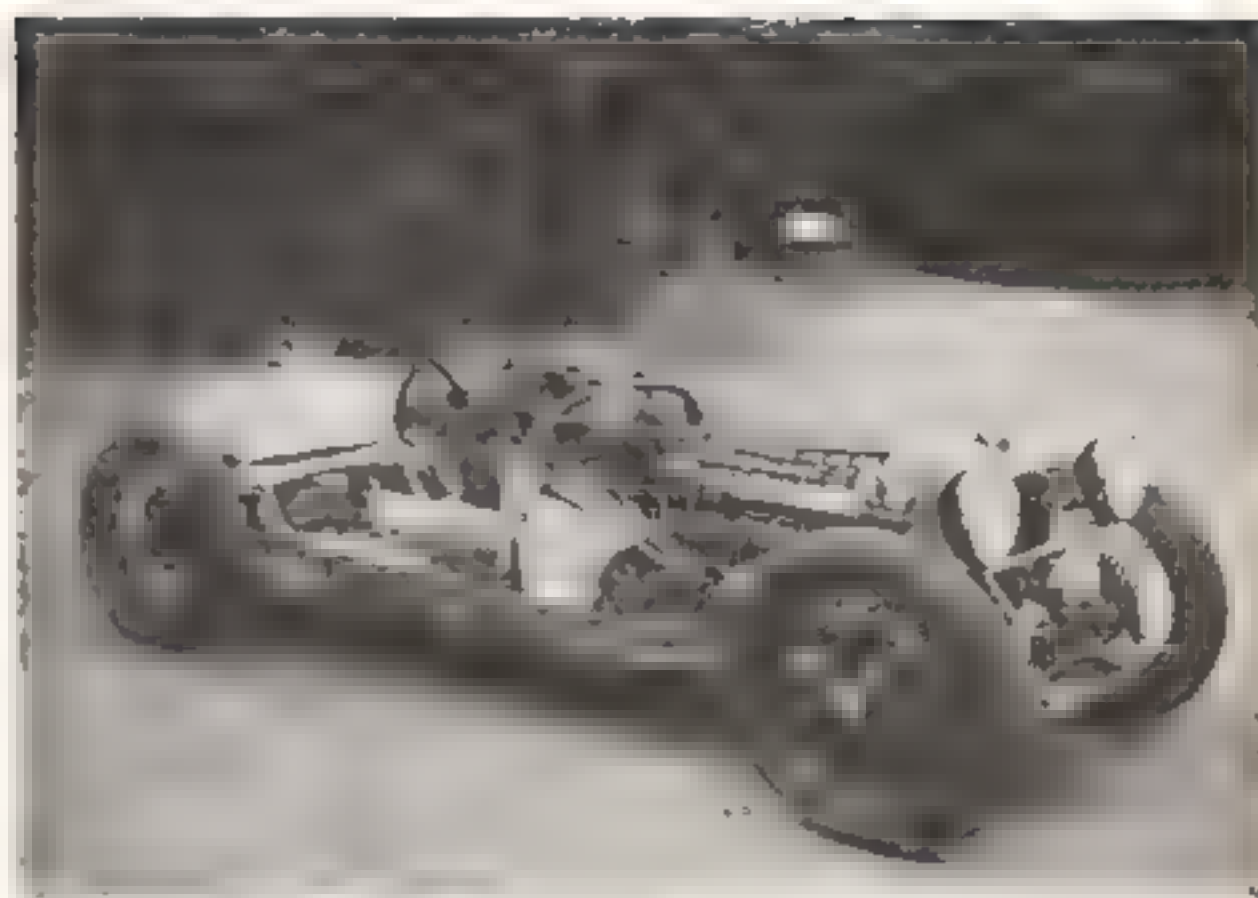
modified Amilcar chassis to make a most delightful little sports-car

When the war came, the car was complete, except for a body. It has been stored since then, and now I am happy to say that a body is being built, and the famous little engine will soon be in action again

A short description of the power unit must suffice, but in any case the excellent drawings tell the story

#### TECHNICAL DATA

	FIRST TEST	RECORD TRIM	FINAL TUNE	DE- TUNED
	(C.I. Head)	(C.I. Head)	(Bronze Head)	for Touring
Bore .. ..	66 mm.	66 mm.	66 mm.	66 mm.
Stroke .. ..	54.5 mm.	54.5 mm.	54.5 mm.	54.5 mm.
Con Rod centres ..	4"	4"	4"	4"
L/R .. ..	3.74	3.74	3.74	3.74
Inlet Valve Dia. ..	29 mm.	29 mm.	31 mm.	31 mm.
Exhaust Valve Dia ..	26 mm.	26 mm.	30 mm.	30 mm.
Inlet Valve Lift ..	0.4"	0.37"	0.37"	0.37"
Exhaust Valve Lift ..	0.4"	0.37"	0.34"	0.34"
Inlet Springs ..	133 lbs.	143 lbs.	164 lbs.	164 lbs.
Exhaust Springs ..	133 lbs.	143 lbs.	148 lbs.	148 lbs.
Inlet open before T.D.C. .. ..	37°	37°	31°	29°
Inlet close after B.D.C. .. ..	50	50	45	47
Exhaust open before B.D.C. .. ..	64	64°	70	64
Exhaust close after T.D.C. .. ..	9°	9	9	18
Compression Ratio ..	6.5:1	6.5:1	7.2:1	5.85:1
Supercharger Pressure .. ..	13 lbs.	14.5 lbs.	19 lbs.	15 lbs.
Specific Consump- tion pints B.H.P. hour .. ..	0.98	1.03	1.34	1.08
Ignition before T.D.C. .. ..	50	50°	52°	45
Max B.H.P. at R.P.M. ..	6.500	7.500	7.500	7.200
Gudgeon Dia. ..	0.625"	0.625	0.75	0.75
Crankpin Dia. ..	1.5"	1.5"	1.5	1.5
Fuel .. ..	Petrol	R.D.I.	R.D.I.	Cleveland Diesel
	Benzole 50-50			

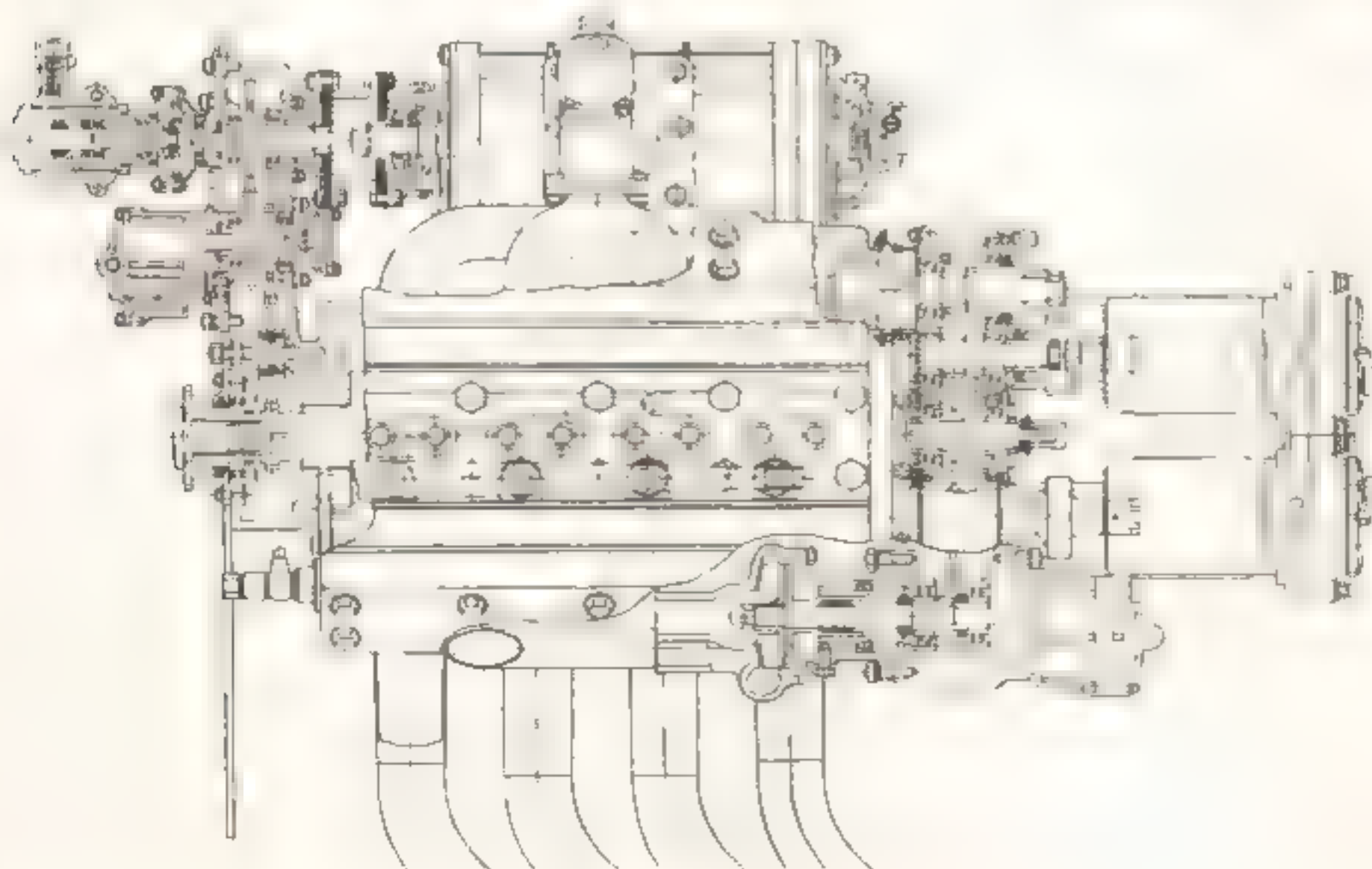


IN SPORTS GUISE. The Ridley engine, detuned and mounted in a modified 1,100 c.c. Amilcar Six chassis

better than I could. It is obvious that rigidity was the keynote of construction, and the light alloy combined block and crankcase extend right down so that the sump is little more than a plate. The flanges of the wet liners are nipped by the detachable head, and their bore is 66 mm. The three-bearing nitralloy crankshaft has a stroke of 54.5 mm., the centre bearing being a floating bush, and front and rear mains plain bushes. All bearings are white metal to nitralloy. The forged light alloy connecting rods have white metal babitted direct

The slipper pistons have high crowns to fit into the 90 deg. pent roof heads. Actually, there were two cylinder heads, one of which was used for the original record, and the other for the final attempt. The first head was of cast iron, with one 18 mm plug per

(Continued on page 503)



PLAN. The Ridley engine from above, showing the bronze cylinder head with 14 mm plugs as used on the final record attempt. The supercharger is a Powerplus



# The ORGANIZATION of CLUB COMPETITIONS

By STANLEY SEDGWICK

## Part 3 (Conclusion)—Miscellaneous Points in Connection with Rallies

IN planning the itinerary of a rally one of the most important things to bear in mind is the high cost of motoring to the would-be competitor. The petrol bill alone can amount to a staggering figure in the case of a large car over quite a modest mileage and the starting point(s) should be planned to avoid as much non-competitive distance as possible. This problem is not difficult of solution by a club operating on a territorial basis which can arrange for the start and finish of the rally in its own area, but clubs having a membership spread throughout the land must deal with the problem if it is to attract a representative entry. One proved method is to locate several starting points in a rough circle round a central focusing point and approximately equidistant from it, the routes covered to this centre resembling the spokes of a wheel and counting as part of the road section of the rally and all competitors following a common route thereafter. Another method is to require a competitor to cover a minimum straight-line distance to a rallying point in a given time and to announce the time and place of starting by the despatch of a telegram and to establish any intentional changes of direction in the same way. This method is likely to render the early section of the rally of varying difficulty as between individual competitors according to whether they live near the rallying point and are thus able to cruise up and down a nearby by-pass road sending a telegram every time they turn round or whether they live some distance away and must do a cross-country run of 15 per cent. to 20 per cent. more mileage than the "crow flies" distance. The despatch of telegrams by telephone is a way in which this scheme may be abused.

Where the route is not fully disclosed in the Supplementary Regulations an accurate description of the type of road should be included and organizers should remember that the majority of competitors value their cars and treat them with respect. Sections described as death suitable for the type of cars likely to compete have proved to be chassis breakers in the view of many competitors.

The determination of minimum and maximum average speeds to be maintained over sections of a rally route cannot receive too much attention. The problem of setting the average high enough to make it difficult of achievement without incurring penalties and at the same time avoiding the semblance of a Mille Miglia is one which calls for a nice balancing of all factors involved and an intimate knowledge of the roads to be covered. Having driven over the route in daylight, and again at night if the section is to be covered in darkness during the rally, and kept a detailed log of times and distances, some idea of the speed to be set may be gained. It is, however, essential that such reconnaissance should be followed by a dummy run under rally conditions in a car of the type to be used in the rally; i.e., the

navigator, who should be of good average ability, should be in no better position than his counterpart in the rally and any secret sections should be disclosed in the same manner as is visualized in the actual competition. A log of this run will enable the average speeds to be set, but weather conditions at the time must be taken into account. It is sometimes desirable to set different speeds for different types of cars.

The location of Starting and Finishing Controls should be decided with due regard to their possible effect on the public at large and should be situated where congestion will not be caused by arriving and departing cars. Having found a place which has sufficient parking space for the competing cars, consideration must be given to the available facilities. Food, drink, toilets, telephone, petrol supplies and accessibility are points to be investigated. Accessibility, distance from houses and ease of ingress and egress are important. Many of these factors apply equally to intermediate Time Controls and Controls of Passage.

It is advisable to notify the Chief Constables of the counties through which the rally competitors will pass, especially if a Control is included in the section. This information usually secures the co-operation of the police on duty in the vicinity at the time and minimises the likelihood of delay which might be occasioned should an unexpected concentration of cars and crews descend unannounced upon a particular spot. The co-operation of the local constabulary is essential to the proper conduct of a Control in a populated area or if spectators are likely to be attracted.

The compilation of results, the operation of Controls and the co-operation of the competitors will be greatly facilitated by the use of carefully designed Road Books produced in a durable material. They should show the competitor at a glance the time schedule he has to maintain and provide ample space for the entries to be made by officials. When detailed results have been tabulated and checked the Road Books may be returned to competitors together with a detailed schedule of the performances of every entrant.

The recently imposed requirement of the R.A.C. for the use of one or more Secret Checks to discourage excessive speed has been the subject of lively discussion. Introduced in deference to public opinion with a view to deterring rally competitors from racing between Controls and then spending time waiting outside the Control it is too early yet to draw definite conclusions as to their effectiveness. What is quite clear is that Secret Checks must be used by organizers in a sensible manner. Excessive speed can be determined only by reference to the particular circumstances and it is conceivable that Secret Checks situated at each end of a length of twin-track road might record average speeds of over 70 m.p.h. which were quite reasonable, whereas another stretch of road might indicate that 30 m.p.h. was

excessive to the point of being dangerous. It is reasonable to suggest that a competitor should not be compelled to drive over roads at a speed below that which he would normally maintain in non-competitive everyday motoring and dawdling for fear of being caught by a Secret Check might result in a mad rush to make up time towards the end of a stage. The effect of Secret Checks must be largely psychological and their operation calls for good sense on the part of organizers and conformity to the spirit of the Supplementary Regulations by the competitors.

Insurance during rallies calls for some thought. The organizers will effect the customary Third Party cover on behalf of the club and should arrange for similar cover for competitors to operate during those parts of the rally not conducted on public roads where the drivers' own policies would be valid. Competitors must be required to sign a declaration that their own insurance policies are operative during the sections of the rally carried out on public roads. There is evidence that insurers are finding such cover an unremunerative proposition and that additional premiums will be required when ordinary policies are extended to include rallies during which any speed tests take place. The position is far from clear as yet, but it seems possible that any phase of a rally in which time is a factor in the determination of results may be regarded as a speed test for this purpose. If this indeed proves to be the practice, then the additional *minimum* daily premiums of £2 10s. 0d. on Comprehensive policies (with a £25 excess) and £1 5s. 0d. on Third Party policies, which Tariff Companies have been directed to charge by the Accident (Offices) Association, may well prove a crippling blow to motoring sport as organized by the smaller clubs.

The inclusion of tests to classify competitors who have covered the road section of a rally without loss of marks or with equal merit will always be a bone of contention and their merits and demerits cannot be discussed fully within the scope of this article. Suffice it to say that they should be devised so as not to give an unfair advantage to any particular make or type of car. The increasing reliability and the improving performances of cars make it more and more difficult to find the winner on the road section and it seems that eliminating tests have come to stay. The Alpine Rally is an example of a compromise which has proved satisfactory—all competitors achieving a faultless road section are classified equally, share the prize money equally and receive similar awards, and the driving test is used only to determine class winners.

### Concluding Remarks

The discouragement of enterprise and initiative among clubs in the world of motoring competition is the last thing to be advocated, but clubs having limited experiences and resources, both of manpower and finance, would be well-advised to progress slowly from beginnings in comparatively simple events of limited scope. More harm than good ensues from an unsuccessful attempt to run an ambitious event and competitors are slow to forget the organization of club competitions—if it is bad.



**The Ridley Special—continued**

cylinder. The later one is of bronze, with two 14 mm plugs and larger valves. The water is fed into the block at the front, transferred into the head by an outside connection at the back, and leaves by four exits at the top of the head.

The twin overhead camshafts have five plain bearings each, and operate the K.E. 965 valves through inverted pistons. These, and all other auxiliaries, are driven by trains of straight spur gears. There are external verniers for setting the timing, and Oldham couplings are interposed between the camshafts and their gears, so that the head can be lifted without disturbing the settings.

Lubrication is on the wet sump principle, but three oil pumps are employed. The main pump feeds the crankshaft in the usual way, and the secondary pump looks after the camshafts and supercharger. An extra pump circulates the oil through a cooler and filter circuit.

It will be observed that there are two separate trains of gears at either end of the engine. The front train drives the supercharger, the cooler oil pump, and a vane-type fuel pump that has its own epicyclic reduction. Actually, the supercharger was originally driven from the front of the crankshaft, but was later moved to the side of the unit to allow a better induction pipe shape to be used. The whole design shows a most careful attention to detail, and, except for lack of coolant direction on to the hot spots, does not date at all.

Transmission was via a Parry Thomas multi-plate clutch and five-speed gearbox, through a short open shaft to the back axle. The car was wide and low,

with a 7 ft. wheelbase, and the driver was offset to the right. Suspension was by four pairs of superimposed quarter-elliptic springs, the back ones being reversed, like a Bugatti. No proprietary parts were used, except the front axle.

I cannot conclude this article without thanking Lord Ridley for the help he has given me in its preparation. When one considers that this car was built more than 20 years ago, one is lost in admiration at his astonishing technical achievement. Furthermore, to produce such tangible results in so short a time must have involved him, and his assistant, G. U. L. Sartoris, in an orgy of hard work that few would care to emulate.

**BOOK REVIEW**

**"The Motor" Year Book, 1952.**

Compilers: Laurence Pomeroy, M.S.A.E., and R. L. de Burgh Walkerley.

Size: 7½ in. x 9½ in., 226 pp.

Price: 15s.

Publishers: Temple Press Ltd., Bowling Green Lane, London, E.C.1.

THE fourth *Motor Year Book* is now out, a book which, with its wealth of photographs and drawings, is truly excellent value at 15s. Technical Editor Laurence Pomeroy deals most adequately with the year's new models in all their mechanical aspects, while the many facets of the sport—races, drivers, cars, circuits, etc.—are all covered in absorbing detail by Rodney Walkerley, aided by numerous superb photographs. C. P.



"THE CHOICE OF THE EXPERTS"

# NOTWEN OIL

In addition to A. Godfrey Imhof's Rally successes, other wins by non-trade-supported private owners include...

**500 c.c. CHAMPIONSHIP OF IRELAND — C. HEADLAND**

**RHYDYMWYN SPRINT.** 1st. 500 c.c. and record, Alan Rogers; 1st. 1½ Litre, P. Reece; Two 2nds. G. Tyrer; 2nd. 500 c.c., C. A. N. May

**SEVEN PREMIER AWARDS—Six Class Trophies—IN NATIONAL TRIALS**

**Miss Betty Haig PARIS—ST. RAPHAEL RALLY**

1st in class, 4th General Classification,  
five Trophies in Special Tests

**Mrs. Nancy Mitchell, 1st in Class, F.T.D. Speed Test.**

# STILL WINNING

"PERFORMANCE IS PROOF"



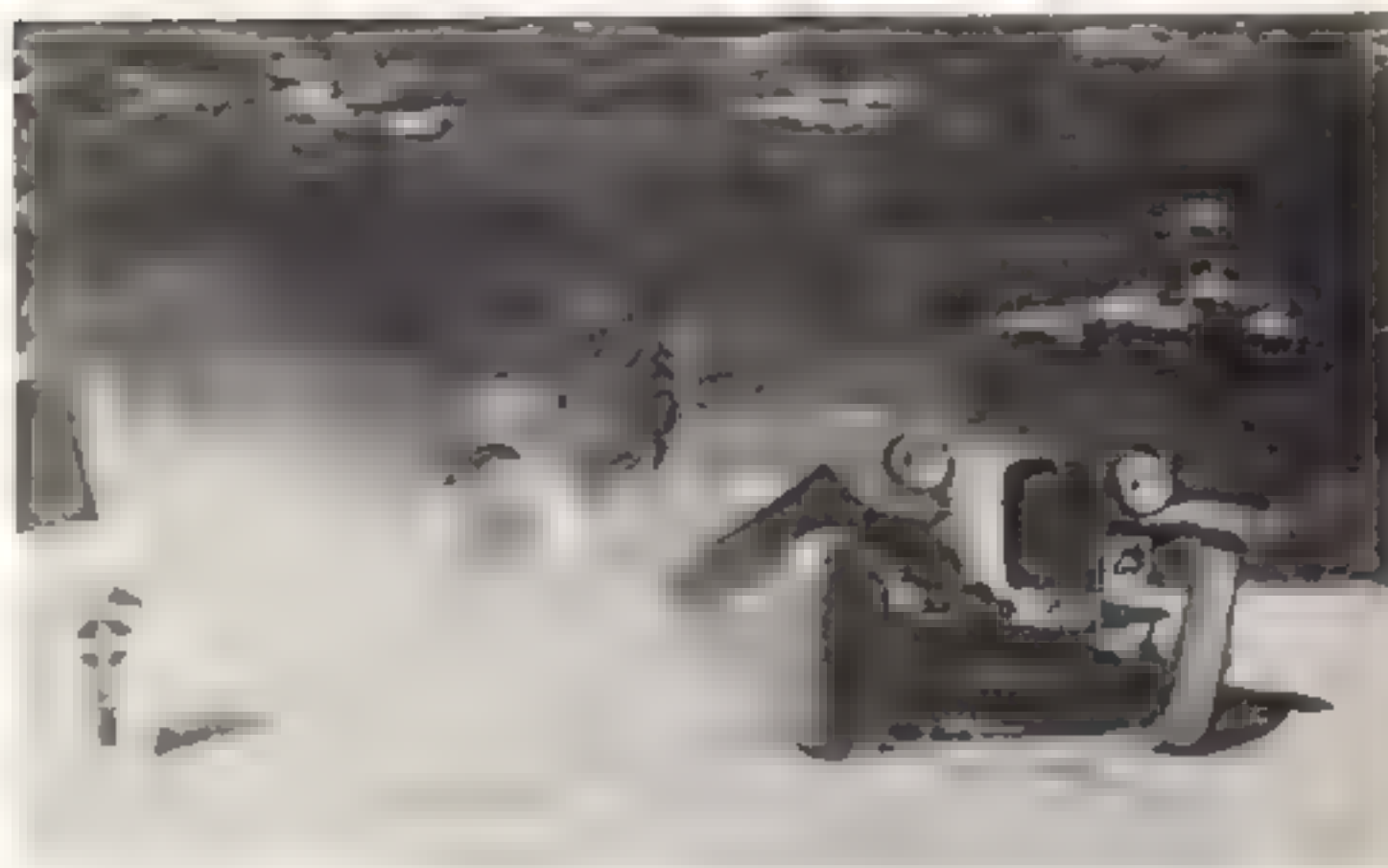


## News from the Clubs

### S. WESTERN M.G. STANDARD CAR TRIAL

THE M.G.C.C. South-Western Centre gets all the oddities of the weather—Boxing Day "Kimber", basking in sunshine—29th March, Standard Car Trial, blinding snow in blizzards, drifts and all its worrying forms. The standard cars, 16 of them, blew into the Mile Three Roadhouse around two o'clock, collected route cards and took shelter, debating hoods; one stalwart put his down and kept it so! Then away, one car per minute, to a map reference time control, when drivers had a taste of things to come as road gave way to lane, and this in turn to a track, rough and steep, in a Mendipcombe, to Conrol at its steepest point. No grief here, so on to the first trials hill at Goblin Combe, a snow-covered grassy hill, right and left bends in three sections, with a good run at it. All managed one section but the full three were reserved for the elite, G. Best (Consul), T. Wiltshire (M.G. 14-litre saloon S.), R. Pow (TC S.), P. Gallagher (TD 1a). Others slid gently off the edge, Toomer's big Allard saloon doing it with dignity.

There followed a longer trip, D.P.'s Cheddar conjuring up thoughts of rocks for shelter, led up and up to higher winds and deeper snows on Mendip tops. Again roads changed to tracks, winds to blizzards and views to black outs (or whiteouts), while the route cards led to Tests three, four and five in a Roman Camp. But no signs of life or test, so on in search without result and back again to the spot, a changed scene, gay with colours of cars and marshals' noses. A sorry tale was told



**TYRE TORTURE:** Jimmy Millard, driving Tom Ohle's blown Dellow, takes the pylons really fast in Test 4 of the Connacht M.C.'s recent Trial

of marshals' cars being dug out of drifts, of being towed to safety, of endeavours to get sparks out of snow-filled electrics, full justification for posts un-manned. Test three, requiring a stop and restart in 3 secs., cunningly sited on a steep ledge, caught all but six, a thorough wheel-spinning affair. Test 4, another against the watch, forward to loop road, reverse down it, then forward again to start line. This Test was sited on two levels, with grass bank between, and the reversing point was optional. The TDs supple legs assisted bank climbing and gave M. King best time of 25.2 secs. G. Best running his Consul close in 26 secs., while the other two TDs of R. White-Smith and P. Gallagher came next.

Lastly the blizzard-swept camp offered a trials hill which proved too much for standard cars, though Toomer (Allard) and R. Pow (TC S.) were way higher than the rest. With hoods up again,

troops left camp only to run into still more atrocious snow storms, with many a car blocking the route at right angles. Luckily none were forced to a literal interpretation of the route card instruction: "continue S.O. to large pond in middle of grass triangle". When at last they were off the world-top, cars came to a kerb-parking test without the watch, yet all but eight failed the 12-ins. touch. Thence to the last, a rolling reverse test on a steep grade, stop beyond line, start engine and accelerate to start line astride. Again M. King was fastest in 17 secs., Wiltshire made 18 and White-Smith 18.2. Eleven weary crews checked in at Mile Three, only just within the generous time allowed by an average of 12 m.p.h.; the other five cars retired, so bad were the conditions. Good warming food was eagerly consumed and within the hour T. Wiltshire was announced the best performer. The workers are to be congratulated on getting to and keeping at their posts.

M K

### RESULTS

**Best Performance of the Day** (Sanctuary Trophy): A. V. T. Wiltshire (M.G. 14-litre saloon S.), 57 marks.

**Class 1, M.G. Cars, Open:** P. Gallagher (M.G. TD 1a), 55

**Class 3, Other Makes, Open:** R. Arkwright (Morris Minor), 23

**Class 4, Other Makes, Closed:** A. Morrish (Rover 12), 45

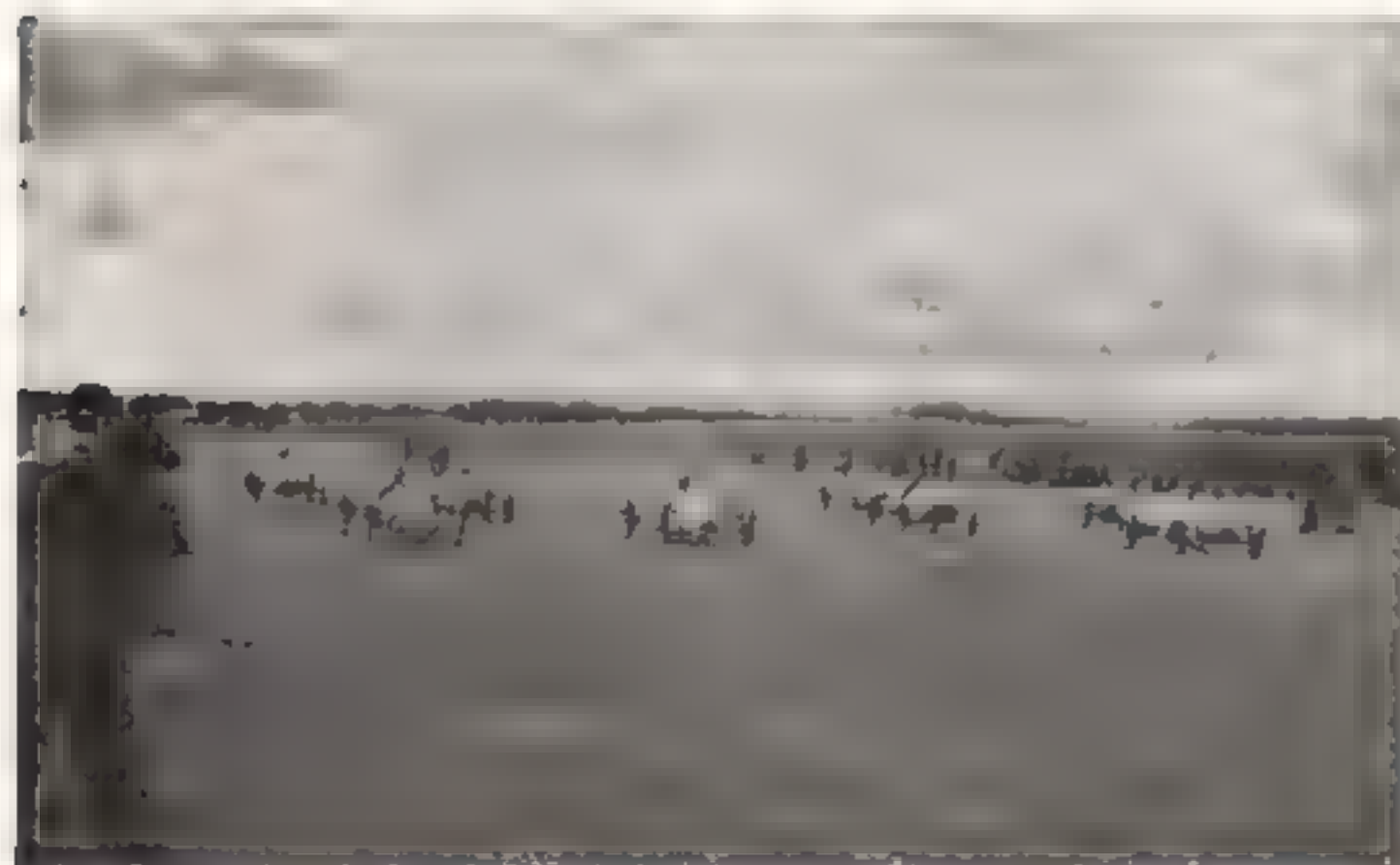
**1st Class Awards:** M. D. King (M.G. TD), 53; R. White-Smith (M.G. TD 1a), 45; C. J. Toomer (Allard Saloon), 44

**2nd Class Awards:** G. W. Best (Ford Consul), 39; D. Woolf (M.G. TC), 33

### CAERNARVONSHIRE AND ANGLESEY M.C. A.G.M.

POPULAR choice for re-election to the chair of the Caernarvonshire and Anglesey M.C., at their Annual General Meeting at the Aber Hotel on 1st April, was genial George Edwards, whose cheery personality and wide influence have had a notable effect on club

(Continued on page 506)



**SCOTTISH SEASON OPENS:** The start of the 500 c.c. race, won by Alex McGlashan (Cooper), at the Charterhall meeting of the Winfield Joint Committee



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*GOODWOOD*  
*cars fitted with*  
**MINTEX BRAKE LINERS**  
*scored* **5** *firsts*  
**5** *seconds*  
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**News from the Clubs—continued**

activities during the past 12 months. Other officials re-elected were Treasurer H. D. Pritchard, and Secretary Norman Owen, while two new appointments were that of Mr. E. Chudley as Vice-Chairman and W. H. Blunt as Competitions Secretary.

A great welcome was given Mr. J. J. Brown, M.B.E., a founder member, and leader of the motor trade in the district. He was unanimously re-elected Vice-President, and presented trophies to D. I. Lloyd and W. N. Owen.

The Club's other hereditary trophy, the Palferman Cup, is to be won by a C & A Club member in the "CASC" Rally (run jointly with the S. Caernarvonshire M.C.), the club's first official venture since R.A.C. affiliation, on 10th/11th May.

Treasurer Pritchard reported a healthy bank balance and membership.

**TOMORROW'S IBSLEY ENTRIES**

ENTRIES for the W. Hants & Dorset Club's race meeting at Ibsley tomorrow total about 160, allowing for those who have entered for more than one race; the number of cars is 114.

Sports-car entries include S. H. Allard (Allard), Oscar Moore (H.W.M.-Jaguar), six XK 120s, including the three Ecurie Ecosse cars, Guy Gale's Darracq, Peacock, Salvadori and Mitchell on Frazer-Nashes, Mayers and Ruddock (Lester M.G.s), Leonard and Davis (Cooper M.G.s) and a Jowett Jupiter.

There are 17 entries for the Vintage sports-car handicap, including 10 Bentleys which will race twice, as they have a private race of their own later in the programme.

The 500 c.c. race has attracted more than the permitted limit of 40 entries. They include Carter, Parker, Whitehouse, Leston and Shillito, among the drivers, and the new teams of Arnott and Jackson among the cars.

Entries for the Formula 2 race include McAlpine and Black (Connaughts), Abecassis (H.W.M.), David Murray and P. N. Whitehead (Ferraris) and Ray Merrick's Cooper Nor-J.A.P. J. M. Hawthorn has entered the Cooper-Bristol with which he did so well at Goodwood on Monday.

The *Formule Libre* race brought in

so many entries that the Club, rather taken by surprise, increased the range and amount of the prize-money a little. Most of the Formula 2 cars will run again, plus Dennis Poore and Goodhew (Alfa Romeos), Graham Whitehead, E. M. Martin and C. J. Hamilton (E.R.A.s), Walker's Delage-E.R.A. driven by our old friend "A. N. Other", Oscar Moore and Sydney Allard.

Admission is free and car park 10s. The first race is at 12.30 p.m., while practice takes place this afternoon 18th April, until about 6.30 p.m. Ibsley is three miles south of Fordingbridge, off the main Salisbury road. Londoners join A31 at Winchester for Romsey, Cadnam and Ringwood, turning right on the Ringwood by-pass to the Salisbury road. From the Midlands, pass through Salisbury on to the main Bournemouth road through Fordingbridge; from the west, pass through Dorchester to Bere Regis, turn left for Wimborne, through Ringwood and on to the Salisbury road.

**LONDON M.C. LITTLE RALLY**

TOMORROW the London Motor Club are running their Little Rally, a closed event over approximately 199 miles, starting from Hindhead, Surrey. This is not a tough, time-beating event, but a pleasant affair planned to give competitors some first-class motoring through pleasant surroundings. First car will leave at about 9 a.m., and the finish is at approximately 6 p.m. The Little Rally will be followed by a dance up to midnight.

**S.O.D.C. NIGHT TRIAL**

THE Sporting Owner Drivers' Club are holding a Night Navigational Trial on 26th/27th April over a course of some 150-180 miles. The start is from the Village Green Inn, Northall, Bucks, at 9.30 p.m. Clubs invited to compete are Chiltern, "Berko", Peterborough, Vintage and members of the Alvis Register, who, if interested, should contact the Trials Secretary, E. Fisher, Paddock Drive, Pulford Road, Leighton Buzzard, Beds.

**THE SHANN CUP TRIAL**

THE Sheffield and Hallamshire M.C. are holding a closed trial for the Shann Cup on 4th May. There will be three classes in this event, for Novice, Lady and Standard Car drivers. Starting and finishing point is the Norfolk Arms Hotel, Hollow Meadows, Sheffield, first car leaving at 2 p.m. Entries close on 10th April.

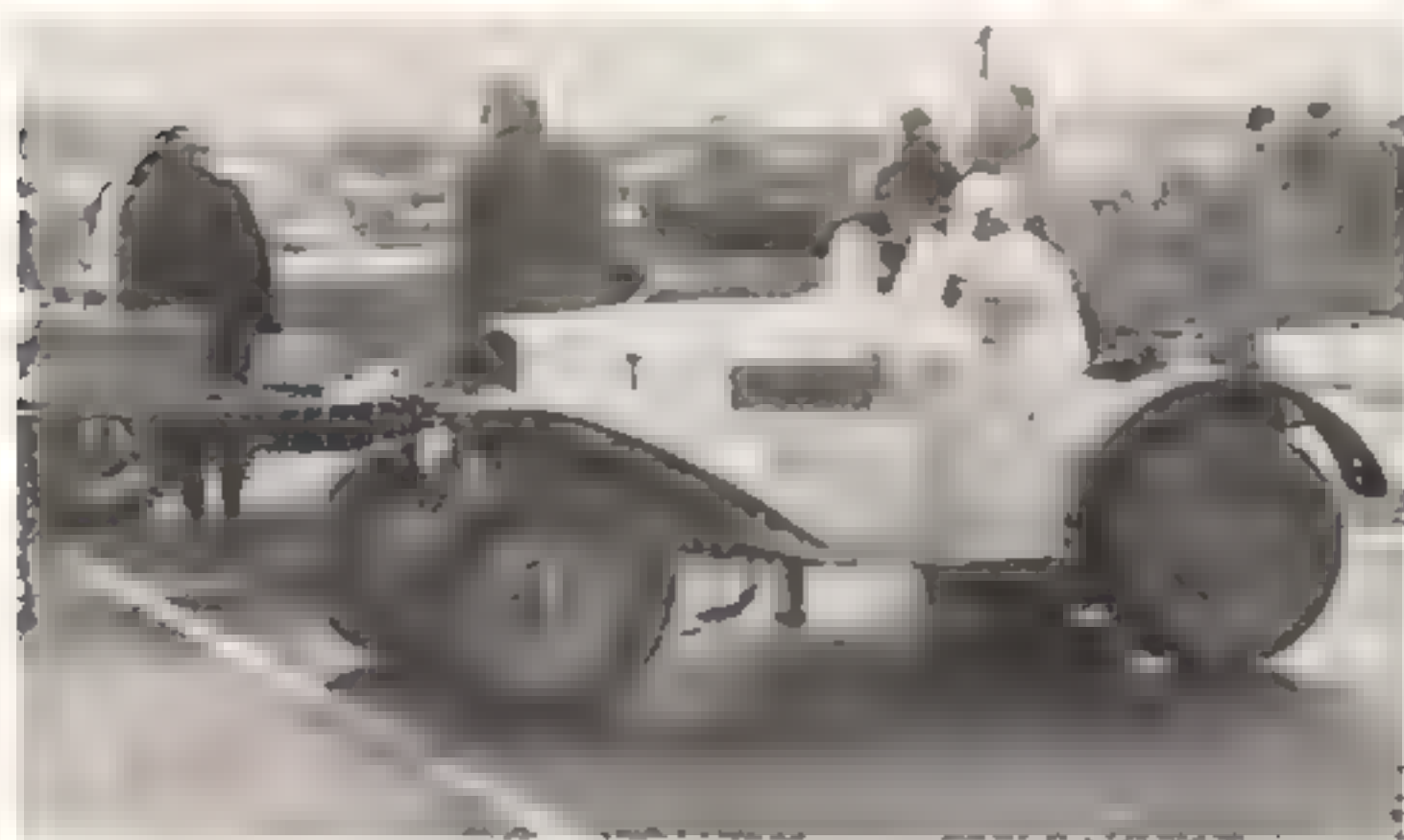
**MARSHALS POOL**

IN view of Stanley Sedgwick's remarks in his articles "The Organization of Club Competitions" re the advantage to a club in having a pool of keen, experienced marshals, it is worthy of note that the Motor Racing Enthusiasts' Club, founded in 1949, set out to achieve this aim, and offer their services to any motor club who may desire them. With



**OLD versus NEW:** (Above) A Mille Miglia Frazer-Nash lined up with a pre-war 328 Frazer-Nash/BMW at the W.E.C.C. Boreham sprints on 5th April.

**28 KANGAROO POWER** (Left) Australian Keith Martin in Roy Clarkson's V8 Ford-engined special at Boreham. Martin is running this car at Ibsley tomorrow.



a membership of over 100, they have built up a team of 25-40 marshals who have gained considerable experience in club and International events, including Silverstone, Boreham, etc., during the past two seasons.

The M.R.E.C. are prepared to assist in any capacity, and clubs who wish to take advantage of this offer should contact the Hon. Secretary, P. Quenet, fairly well in advance of meetings. His address is 35 Parkstone Avenue, Hornchurch, Essex.

(Continued on page 508)



# First

## AT GOODWOOD

EARL OF MARCH TROPHY won by  
**STIRLING MOSS (Kieft-Norton)\***

SECOND EASTER HANDICAP won by  
**A. BROWN (Cooper-Bristol)\***

THIRD EASTER HANDICAP won by  
**DUNCAN HAMILTON (Talbot)**

FOURTH EASTER HANDICAP won by  
**E. THOMPSON (Aston Martin)\***

## AT CASTLE COMBE

500 c.c. RACE won by  
**STIRLING MOSS (Kieft-Norton)**

PAU GRAND PRIX won by  
**ASCARI (Ferrari)**

second

**ROSIER (Ferrari)\***

*(Subject to Official Confirmation)*

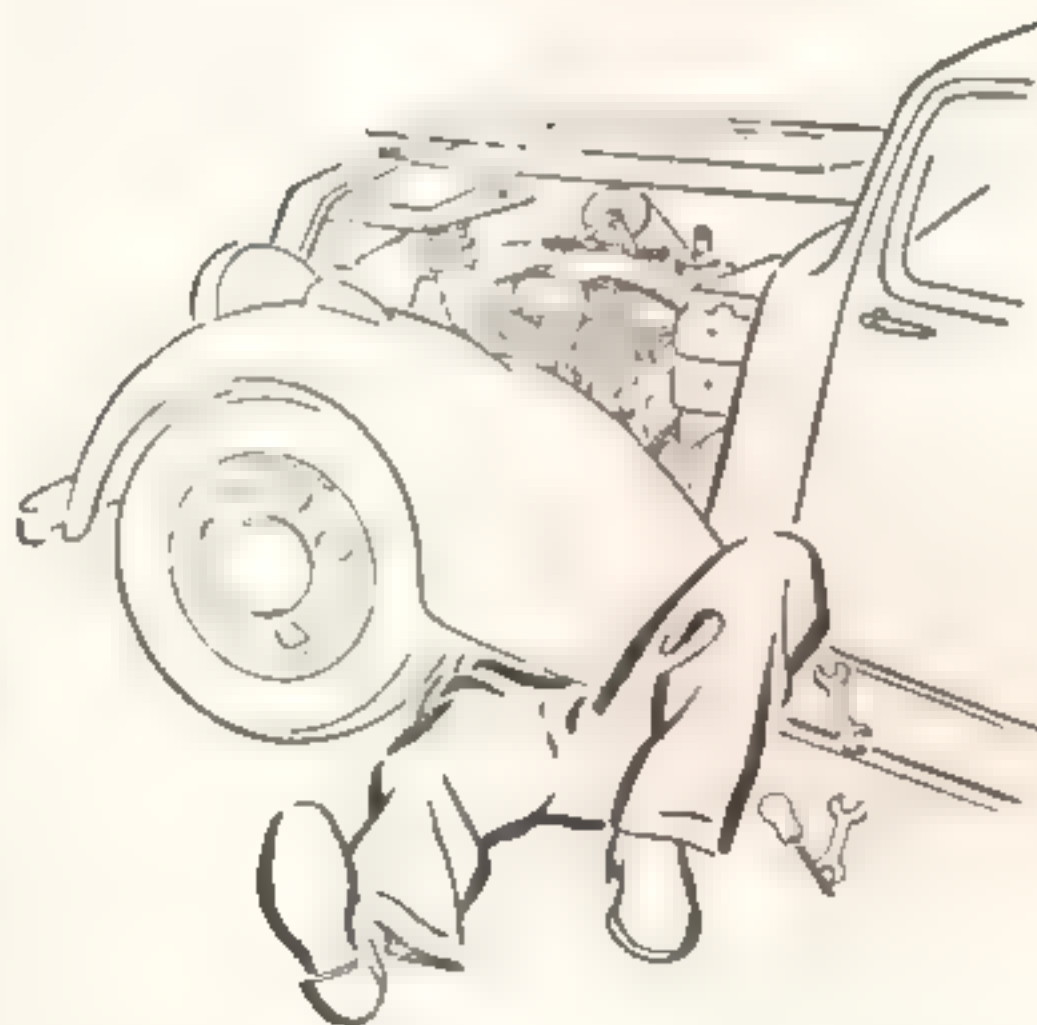


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## THE CIRCUIT OF IRELAND TRIAL

D. G. Johnston of Lisburn the Winner with TD M.G.

THE Ulster A.C.'s four-day Circuit of Ireland Trial, which finished on 15th April, was won by D. G. Johnston of Lisburn, driving a TD M.G. The course was less difficult than last year, but retirements totalled about 30. The 1951 winner, Alan Hopkinson, met ill-fortune in this year's event; he missed a control on Sunday night and, while returning to it, crashed into another competing car, his TD M.G. suffering damaged front suspension which enforced his retirement. Best British performer was B. D. S. Ginn (Jowett), who finished third in the over 1,300 c.c. closed car class.

A full report will be published next week. Provisional results are as follows:—

**Challenge Trophy:** D. G. Johnston (TD M.G.), 322.4 marks lost

**Class 1 (Open cars, any capacity):** 1. D. G. Johnston (M.G.), 325.8; 2. B. McCaldin (TD M.G.), 325.8; 3. D. H. McWhirr (H.R.G.), 353.1

**Class 2 (Under 1,300, closed cars):** 1. Peile (Hillman Minx), 407.7; 2. M. C. Hogan (Hillman Minx), 414.1; 3. J. E. Dowling (Hillman Minx), 417.

**Class 3 (Over 1,300 c.c., closed cars):** 1. Dr. W. N. Jones (Sunbeam-Talbot), 345.4; 2. C. F. C. Lindsay (Humber Hawk), 347.2; 3. B. D. S. Ginn (Jowett), 364.8

**Ladies' Prize:** Miss E. M. Andrews (Singer Roadster), 691

**Novice Award:** E. W. Beaumont (Riley)

**Team Award "Three Chancers":** Johnson, McCaldin, W. R. Chambers (M.G.s)

Moor where a special time test was held covering a distance of 13 miles at a laid down speed of exactly 30 m.p.h.

The finish was at an all-night transport cafe on the Leeds-York road.

Forty cars took part in the Rally, their drivers being kept warm in following the route, but hats must be taken off to the marshals who stayed out in the wilds in order to make the event the success that it was.

The results in classes were as follows:—

**Class 1:** 1. J. D. Scott (M.G.), 104.9; 2. D. Howard (Morgan), 568.1.

**Class 2:** No Finishers.

**Class 3:** 1. R. Walshaw (Minx), 372.1; 2. M. H. Whaley (Riley), 372.1

**Class 4:** 1. T. A. Smith (Rover), 370.2; 2. M. Tordoff (Sunbeam-Talbot), 1547.5.

**Novice Award:** R. A. E. Wilson.

**Special Test Award:** J. D. Scott

### REX CHAPPELL (COTTON) WINS HORSHAM SPRING CUP TRIAL

ANOTHER Cotton trials victory was registered at the Horsham and Dist M.C. and L.C.C.'s event on 6th April, when Rex Chappell took the P.A., the Spring Cup, with a loss of seven marks. Runner-up was Tony Rumsit (Cotton) who lost eight marks, and third came E. J. Chandler's Chandler Special. The following are the provisional results:

**Best Performance (Spring Cup):** R. Chappell (Cotton III), 7 marks lost.

**First Class Awards:** A. E. Rumsit (Cotton II), 8; E. J. Chandler (Chandler Spl.), 8½; H. Sinclair Sweeney (Jaquie Spl.), 9½.

**Second Class Awards:** B. Blundell (B.B.S.), 10; H. R. Lewis (Ford), 12; J. H. Appleton (Appleton), 13.

**Class Award:** C. H. Harris (M and H Spl.), 19½

**Novice Award:** A. F. Erskine (Ford Spl.), 16.

**Horsham Club Award:** D. F. H. Cotton (Cotton), 16.

### GRAVESEND SPEED TRIALS CANCELLED

THE Maidstone and Mid Kent M.C. regretfully have had to cancel their Speed Trial meeting due to be held at Gravesend this week-end. Entries were insufficient to warrant the running of this event.

### MORGAN 3-WHEELER CLUB (N.W.) MEETING

A GENERAL Meeting of the North-West Group, Morgan Three-Wheeler Club, will be held on Sunday, 27th April, at the Cotton Hotel, Knutsford, Ches., at 2.30 p.m. prompt. Members are requested to meet at Mero Corner, on the main Chester-to-Manchester Road at 2 p.m. prompt. A cordial invitation is extended to Morgan 3-Wheeler owners who are not yet members.

Full information from S. G. Wathers, Group Organizer, of 3 Knypersley Avenue, Dialstone Lane, Stockport

### YORKS B.A.R.C. "ALL FOOLS" RALLY

THE Yorkshire Centre of the B.A.R.C. held their All Fools Rally on 29th March. This event started at the Terminal Car Park at Yeadon and covered a course of 163 miles. The weather was cold, but clear and bright. There were seven controls and two secret checks on the course.

In the hills of the West Riding snow was covering the roads, and in some places driver of up to a foot deep were experienced.

The half-way mark was at a stop near Holme Moss Television Station, where there was a break of 30 minutes. Coffee and refreshments being available. Competitors next passed on to the Strines

### "THE DERBYSHIRE" ON SUNDAY

THE Lanes and Cheshire C.C.'s Derbyshire Sporting Trial takes place this Sunday, 20th April. This event, the 11th of the series, will contain eight hill sections and three tests. The start and finish is at "The Bull in the Thorn", Hurdlow, six miles south of Buxton on A 515. The club's "Lakeland Rally" in September is to be organized by Ken Bailey, and an entirely new route has been selected. The finish will again be Llandudno, where the town council are once again giving their valuable help.

### S.S.C. HIGHLAND THREE DAYS' RALLY RESULTS

**Class A, Open Cars Under 1,500 c.c.:** 1. T. Blackburn (Lund Spl.), 89.2 marks lost; 2. J. E. Milne (M.G. Midget), 95.5

**Class B, Closed Cars Under 1,500 c.c.:** 1. F. D. Dundas (Javelin), 98.1; 2. K. R. Starrock (Ford), 98.3

**Class C, Open Cars Over 1,500 c.c.:** 1. P. J. Denham Cooke (Jaguar), 79.4; 2. K. D. Fraser (Healey), 80.9

**Class D, Closed Cars Over 1,500 c.c.:** 1. J. D. L. Melvin (Sunbeam-Talbot), 91.0; 2. L. S. Cordingley (Frazer-Nash), 100.8

**Ladies' Award:** Miss A. Balfour (M.G.), 107.6

Report and pictures of this event will appear in next week's issue.

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are also in good condition. Last year.  
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1938	M.G. TA	2-seater red	£415
1937	M.G. TA	2-seater red	£395
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## News from the Clubs—continued

VETERAN CAR CLUB OF GREAT  
BRITAIN ABINGDON RALLY

SUNSHINE greeted the drivers of 60 cars aged between 37 and 53 years as they approached Abingdon from their home starting points on Good Friday and Easter Saturday. The Market Place at Abingdon at noon on Saturday was a joyful and colourful spectacle and one could not but admire and pay tribute to the enthusiasm of the owners who spend so much time and money in restoring and maintaining their mounts in such perfection. Indeed, these cars seem to become newer and newer as time goes by, but with a creditable deference to the whims and fancies of their original designers.

The competitors had been credited with one mark for each mile measured in a straight line from their homes to Abingdon covered under their own power between 6 a.m. on Good Friday and 11 a.m. the following day, to which was added 6 per cent. for each year of the car's age prior to 1916. For the purpose of awards the cars were divided into pre-1905 and post-1905 in this part of the event. S. E. Sears (1904 Mercedes) won the pre-1905 award with 115.24 marks, having covered some 67 straight-line miles from Bolney, W. A. L. Cook's 1903 Argyle was next with 112.14 marks for the 63 miles from Farnborough, Kent. The post-1905 class was won by C. C. Tufnell's 1908 single-cylinder Rover which gained 111.00 marks in respect of 75 miles from

Felstead. The car which covered the greatest "crow flies" mileage was Dr. W. O. Attlee, who drove from Ludlow 80 miles away in his 1910 Rolls-Royce.

The Rally was to be followed by three Driving Tests, the first of which comprised a Standing Start to Standing Finish dash of some 250 yards, including a hairpin of about 340 deg. E. E. Sears put up b.t.d. in this test in a shattering run on the 1914 T.T. Sunbeam.

The next test was a combination of Acceleration and Braking, marks being based upon time taken from a standing start to crossing a line and on the distance covered after that line before coming to a stop. Three cars put up identical performances on this test. They were: G. Oliver (1902 Mercedes), F. W. Hutton-Stott (1903 Lanchester), S. E. Sears (1904 Mercedes).

The last test involved the dropping of potatoes into buckets placed at intervals on alternate sides of the road. R. D. Ropner (1914 Vulcan) was best performer.

S. E. Sears, already best performer in the Rally, clinched the Esso Award by achieving best aggregate performance in the driving tests—his was a popular victory and the white and red Mercedes deserved the laurels.

The awards for performances in the Driving Tests were as follows:—

1st Class—Up to 1901: A. Tyler (Daccaville). 1901-1904: S. E. Sears (Mercedes). 1905-1910: C. C. Tufnell (Rover). G. R. Mann (Vinot et Deguingand). 1911-1916: W. F. Watson (Rolls-Royce).

2nd Class: R. D. Gregory (Darracq), S. J. Skinner (Rolls-Royce), R. D. Ropner (Vulcan).

3rd Class: G. Oliver (Mercedes), K. J. Kerr (Thornycroft), C. W. P. Hampton (Bugatti).

## Castle Combe Results—continued

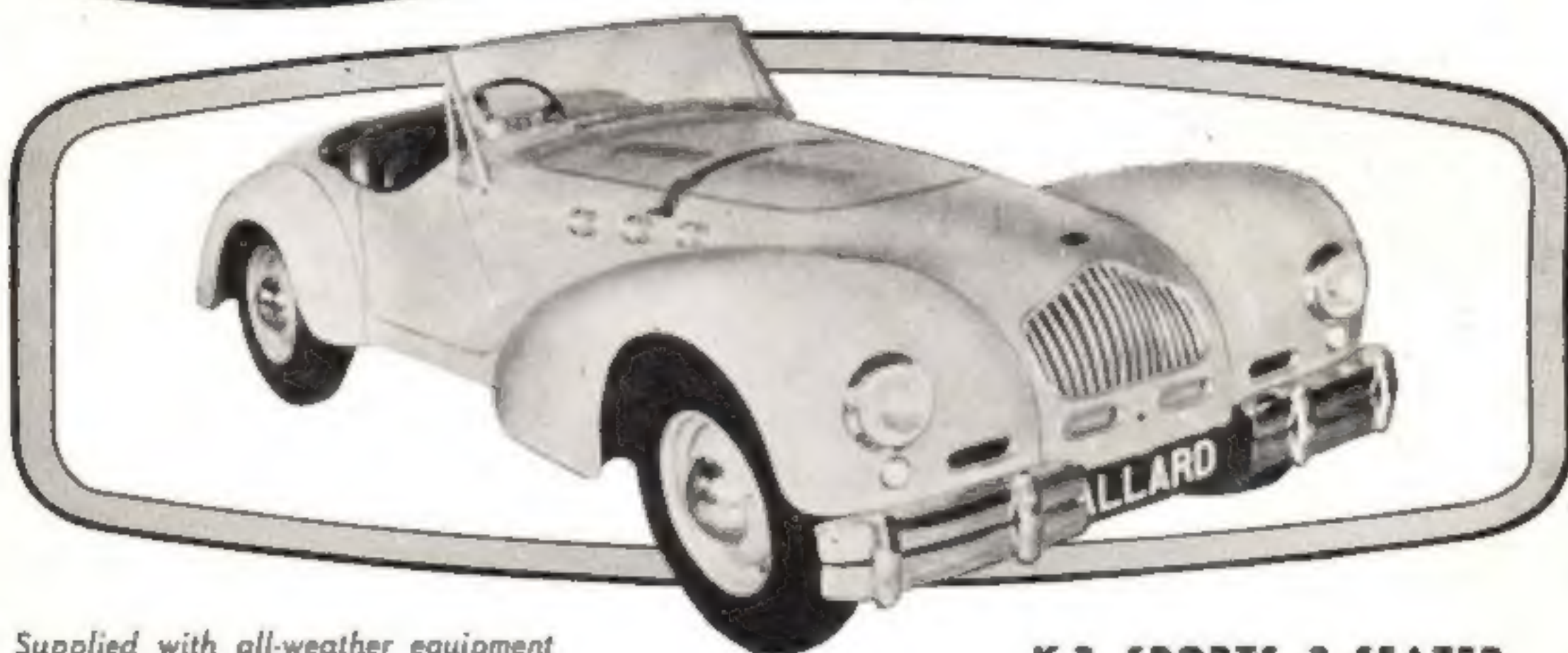
1,200 c.c. (S) and 1,500 c.c. (U/s): 1, Cliff Davis (1,467 Cooper-M.G.), 9 mins. 32.6 secs. (69.40 m.p.h.); 2, J. G. S. Sears (1,250 Cooper-M.G.), 10 mins. 9.6 secs.; 3, J. T. K. Line (1,250 M.G.), 10 mins. 10.6 secs.; 4, M. R. G. Llewellyn (1,250 M.G.). Fastest lap: Davis, 1 min. 33.4 secs. (70.94 m.p.h.).

1,500 c.c. (S) and 2,500 c.c. (U/s): 1, Tony Crook (1,971 Frazer-Nash), 9 mins. 11.4 secs. (72.07 m.p.h.); 2, Roy Salvadori (1,971 Frazer-Nash), 9 mins. 11.6 secs.; 3, John Buncombe (2,443 Healey), 9 mins. 29.2 secs. Fastest lap: Crook, 1 min. 29 secs. (74.44 m.p.h.).

Unlimited: 1, Tony Crook (1,971 Frazer-Nash), 8 mins. 48.6 secs. (75.19 m.p.h.); 2, Ian Stewart (3,442 Jaguar), 8 mins. 50.4 secs.; 3, Roy Salvadori (1,971 Frazer-Nash), 8 mins. 51.2 secs.; 4, Bill Dobson (3,442 Jaguar); 5, Sir James Scott Douglas (3,442 Jaguar). Fastest lap: Crook, 1 min. 25.4 secs. (77.58 m.p.h.). New class and sports-car record.

Relay Race: 1, "D", Buncombe (Healey), Hemsworth (Jaguar) and Llewellyn (M.G.); 2, "F", Leitch (M.G.), Fitzwater (Frazer-Nash) and Davis (Cooper-M.G.); 3, "A", Ecurie Ecosse (Stewart, Dobson and Douglas (Jaguars)).



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FIAT BALILLA, 1936 11 h.p. 2-seater	£315
FIAT 1926 26 h.p. 4-seater tourer under 20,000 miles since new	£155
HILLMAN 12.8 h.p. saloon 1929 one owner since new	£100
INVICTA 41-litre 4-seater tourer completely rebuilt	£10 tax
MG, 1933 12 h.p. Magnette 2-seater in 1948 condition completely rebuilt	£325
RILEY 9 shooting brake new body	£285
ROLLS 20 shooting brake overhauled by Rolls-Royce	£425
ROLLS 20, 1927 owner driver, saloon	£295
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